"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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THE WEATHER.

Threatening; southwesterly winds.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, 79c.; cash corn, No. 2 mixed, 39½c.; cash cotton, 6 1-16c.

Page 1.

A motorman of an electric car pulled an obstinate passenger from the vehicle at the new Harlem River Bridge yesterday and felled him with an iron switchbar. Then, when the passenger stood on the track, he started the car, the fender of which struck the man and hurled him to one side.

Republican politicians were much perplexed over the situation arising from the Canal Investigation Committee's report. It will affect the nomination of a State ticket, it was thought, and make certain candidates impossible. Major Lovell H. Jerome declared himself in favor of Col. Roosevelt's nomination and said the Republican Party had no issues upon which to enlist votes of the public.

Page 2.

Preparations for the care of the soldiers who are expected to arrive soon at Montauk Point are being made rapidly.

The yacht Jessie capsized off Fort Schuyler yesterday. Those on board—ten men—were rescued by volunteers of the Twenty-second New York Regiment.

Page 5.

The steamship Andes, just arrived, reported that the tramp steamer Gussie was thought to have been seen wrecked off the western coast of Cuba.

Page 8.

After a quarrel with her husband, Mrs. Lulu Seaman committed suicide last evening by drinking acid in presence of a crowd at Coney Island.

Mrs. Mary Lawlor died in a furnished room at 17 Hamilton Street from an unknown cause. Her husband was arrested on suspicion, and told a rambling story.

Two women and a man were held in the West Side Court on a charge of having robbed two men at Thirty-eighth Street and Seventh Avenue on Saturday night.

Mrs. De Veau of Huntington, L. I., who believed that she was the only living member of her family has discovered that two of her brothers are residents of Oswego, N. Y. She had heard nothing of them for thirty years.

A delegate at the Central Labor Union said printers had promised to strike if the Hoe Company should send non-union men to work on presses in the various newspaper offices. A hope was expressed that the strike will be settled this week.

Mrs. Amelia J. Cornell of Saratoga Springs was held in $1,000 bail in Centre Street Court yesterday on a charge of perjury. She is accused of testifying that she witnessed a marriage which the bride's mother and sister allege never took place.

Arrivals at Hotels and Out-of-Town Buyers.—Page 2.
Marine Intelligence and Foreign Mails.—Page 2.
Yesterday's Fires.—Page 2.
Real Estate.—Page 7.
Markets.—Page 6.

FIVE DROWNED AT PORTSMOUTH

A Boat Was Hurled Against a Bridge by the Force of the Tide and Sunk.

PORTSMOUTH, Aug. 7.—While Alexander Green, wife, and two children, and Wolsang Geiger, wife, and two children, were coming down the Piscataqua River from Great Bay in a rowboat about 8:15 o'clock to-night, the tide, which was setting in strong, as they approached the Dover Point Bridge, forced their boat violently against the piling, breaking the craft in two and throwing all hands into the water. The cries of the unfortunates were heard by James Drew, the draw tender, and his assistants, who went to their aid and succeeded in rescuing the two men and Mrs. Green, but Mrs. Geiger and the four children were beyond reach and drowned.

Green and Geiger both lived in this city, the former being employed on the Hon. Frank Jones's farm, and Geiger as a laborer at Eldredge's Brewery. Green's children were three and seven years old, and Geiger's about the same age, his wife being about forty. The rescued persons were brought here on a late train.

THE FUTURE OF JAMAICA.

A Correspondent Says People There Think England Is Trying to Barter It to Us.

WASHINGTON, Aug. 7.—A British correspondent returning from Cuba says there has been some talk in Cuba and at Jamaica about a British arrangement with the United States to make some agreement with this Government by which Jamaica may in course of time become an American possession.

The prospects of the island have been growing dimmer under some unfavorable trade conditions, and should Cuba and Puerto Rico gain the advantage of tariffs established by the United States, Jamaica would at once suffer by the change.

On the other hand, should Jamaica be placed on an equal footing with Cuba and Puerto Rico, a like field for development would be offered. British people there have seen the prospect very clearly. Some of them believe that if the United States could find a way to transfer an interest in the Philippines to Great Britain in exchange for Jamaica, both nations would be benefited. Every West Indian isle connected with the United States will make the struggle of all the rest for trade existence more difficult. The gentleman who brings this information says there would be no prejudice to the annexation of Jamaica among its people.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The drought in Oklahoma has been broken by rains, 1.22 inches being reported from Oklahoma City. Thunderstorms and rain have occurred in the lake regions, the Red River of the South and Middle and Lower Mississippi and Lower Missouri Valleys, the Middle Rocky Mountain slope, and the South Atlantic States. These thunderstorm conditions will prevail in the same regions today and extend into the Ohio Valley. Threatening weather will prevail in the Middle and North Atlantic States.

The temperature has fallen in the Southern Rocky Mountain slope and has remained stationary elsewhere.

The pressure continues high off the South Atlantic and Middle Pacific Coast, and over the Middle Rocky Mountain slope.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.— 1897.	1898.	TIMES. 1898.
3 A. M.	66	71	76
6 A. M.	67	71	76
9 A. M.	71	73	80
12 M.	78	80	85
4 P. M.	79	82	86
6 P. M.	75	84	85
9 P. M.	70	80	82
12 P. M.	71	79	82

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	81½
Weather Bureau	76
Corresponding date, 1897	73
Corresponding date for last 20 years	73

The highest temperature yesterday was 86° at 5 P. M., and the lowest 69° at 6:30 A. M. The humidity at 8 A. M. was 77 per cent, and at 8 P. M. 62 per cent.

SPAIN AGREES TO OUR PEACE TERMS

Notice of Her Submission Sent From Madrid.

SHOULD GET HERE TO-DAY

Spanish Government Thinks it Will Satisfy the United States.

IS SAID TO BE UNEQUIVOCAL

Believed It Will Lead to Immediate Suspension of Hostilities.

TERMS NOT DISCLOSED

Reported that Duke Almodovar de Rio and Monsignor Merry Del Val Will Be Appointed Peace Commissioners.

MADRID, Aug. 7.—The Cabinet council this evening approved the reply to the United States, which, it is said, accepts without reservation the American conditions of peace.

The reply will be telegraphed to-night to Señor Leon y Castillo, the Spanish Ambassador to France, so that M. Cambon, the French Ambassador at Washington, will receive it to-morrow.

The Government is convinced that the note will be satisfactory to the Washington Government and that a suspension of hostilities will be its immediate consequence.

It is impossible to ascertain precisely the text of Spain's answer to the American peace terms, but from a well-informed source it is learned that while the answer does not discuss the four bases which the United States makes an essential preliminary to peace, and which Spain accepts without reservation, it points out that in order to avoid the definitive negotiations being in any way complicated by incidents of the war, it is expedient to agree beforehand to a suspension of hostilities.

It is said the Spanish note in dignified language asserts that Spain bows to the force of circumstances, having done nothing to provoke the war, into which she has been unwillingly led in the defense of her rights and territories. A willingness is expressed to appoint delegates to meet the American Commissioners to discuss régime for the Philippines.

It is reported that Duke Almodovar de Rio, the Minister of Foreign Affairs, and Mgr. Merry del Val, Spanish Ambassador to the Vatican, will be selected to represent Spain in the negotiations.

Before conclusive action was taken by the council, Señor Sagasta, the Premier, finished his conference with the Queen Regent. Her Majesty approved the general lines of the reply of Spain to America's peace terms, which Señor Sagasta explained to her.

It is understood that both Señor Sagasta and Duke Almodovar de Rio told the Queen Regent they felt deeply the painful duty circumstances imposed upon them.

It was expected the council would dispose of the peace matter this morning, but the note to the United States had not been completed when the council came together at 10 o'clock, and the matter had to go over until 6 o'clock.

As the reply to the American terms was only submitted to the Queen Regent to-day, all the reports of her approval yesterday of the American demands are necessarily without foundation.

The newspapers make no comments on the situation, owing to the strictness of the censorship.

ALL SPAIN WANTED PEACE.

LONDON, Aug. 8.—The Madrid correspondent of The Times, telegraphing Sunday, says:

"To-day all the best authorities agree that the Government has decided to accept the American conditions. The American reply to Spain's request for explanations reached Madrid Friday evening. The text has not been divulged, but it is known that it brought little consolation.

"President McKinley turned a deaf ear to the suggestion that Puerto Rico might be left to Spain and compensation sought elsewhere. Regarding the Philippines, the reply was not altogether satisfactory, but it was of such a nature that there was no longer any necessity for postponing a decision on the main question.

"Meantime Señor Sagasta's extensive consultations seemed to leave no doubt that the nation wanted peace. I do not mean to say that all declared this in plain language. On the contrary, there was a deal of reticence. Some persons had more or less clearly expressed the idea that the best men in the country would patriotically forget for the moment all personal and party considerations and cordially and disinterestedly endeavor to assist the Government in its difficulties.

"This idea, however, if it was ever seriously entertained, was not realized. Perhaps one or two acted in this spirit, but in most cases the cloven foot of the politician peeps out occasionally under the flowing robes of the patriot. Some only half concealed their suspicions that Señor Sagasta, in professing to consult them anxiously in a great crisis of the national history, was in reality playing the part of an old parliamentary hand and astutely laying traps for his political rivals.

"If these suspicions had any real foundation, Sagasta must be a consummate actor, for in all the interviews he spoke with apparent frankness and a sincerity and personal disinterestedness that might well have disarmed all except the most hardened politicians. Even when it was suggested that he ought to leave to more capable hands the task of concluding peace, he displayed no impatience or resentment. He even showed the most perfect courtesy to Señor Romero y Robledo, listening with rapt attention to his absurd proposals.

"As to the context of Spain's reply, the oracles differ. Some say it contains no contentious matter, accepts simply in principle the four demands of President McKinley's first communication, and suggests an immediate suspension of hostilities. On the other hand, other affirm that it is prefaced by an account of the origin of the war tending to prove that, as Spain was in no sense the aggressor, she ought not to be expected to pay a war indemnity either in money or territory."

"In some well-informed quarters doubts are expressed that the Spanish note will be dispatched to Washington quite as soon as is generally expected."

SPAIN YIELDED TO FORCE.

LONDON, Aug. 8.—The Madrid correspondent of The Daily Mail, telegraphing Sunday, says:

"The answer of the Spanish Government declares that Spain cannot discuss the American proposals, but only accepts them because they are imposed on her by force. Only a few unessential changes in the American demands were asked for, and it is not expected that President McKinley will refuse them.

"A commission composed of Spaniards and Americans will decide the questions of the Cuban debt, the dates and manner of evacuating Cuba, Puerto Rico, and the protection of Spaniards and Spanish interests in these places. The Commissioners will also decide whether Spain is to be allowed to withdraw her artillery and the remainder of her arms and ammunition from the colonies, while the question of the future of the Philippines will be settled by the same body.

"The Cabinet Council to-night will appoint Spanish Commissioners to meet the Americans to arrange as to the future of the Philippines and other details."

PEACE AND THE CORTES.

PARIS, Aug. 7.—The Madrid correspondent of the Temps says:

"The Cabinet Council this morning discussed the question of assembling the Cortes, but no decision was reached, as the Ministers desire to ascertain if the United States considers the approval of Parliament necessary to the definitive signing of the treaty of peace."

LONDON, Aug. 8.—The Madrid correspondent of The Times says:

"Though the King, according to the constitution, has the right to declare war and make peace, any cession of national territory requires the sanction of the Cortes, and any Minister consenting to such cession without this sanction is liable, according to the penal code, to imprisonment for life. It will be necessary, therefore, to convoke the Cortes some time before the treaty of peace is ratified, but the Government has not yet decided at what stage of the proceedings this necessary formality will be observed."

The Madrid correspondent of The Daily Mail says: "The treaty will be signed subject to approval by the Cortes, which will be convoked immediately."

THE CUBAN DEBT PROBLEM.

LONDON, Aug. 8.—A special dispatch from Madrid says:

"El Imparcial meets a new solution for the settlement of the Cuban debt. It takes it for granted that the United States cannot be asked to assume the burden of about £32,000,000 of debt existing when the rebellion began in 1895, and the £90,000,000 spent since, and it suggests that Spain should undertake to pay interest and redemption on the Cuban debt until the new West Indian republic is in a position to do so, which El Imparcial affects to believe Cuba could soon do, when its vast natural resources were developed under an American protectorate.

"The same paper goes on to say that Spanish finances will be very seriously compromised, and the interests of Spanish and foreign holders of Cuban stock also, if the United States does nothing for the Cuban debts. The Madrid press insists that this matter will yet be mooted in the negotiations between Spain and the United States."

WAITING IN WASHINGTON.

No Official News from Madrid that Spain Has Accepted Our Terms.

WASHINGTON, Aug. 7.—Although as yet without official confirmation of the report from Madrid that the Spanish Government has decided to accept the terms laid down by the United States as essential to the negotiations of a treaty of peace, the Administration is proceeding under the conviction that the report is true, and is giving attention to the steps to be taken next.

A Madrid dispatch was received here from a private source assuring the President there was great probability that the Spanish Ministry would approve the American conditions of peace, and that within a day or two, at the outside, Spain would signify its acceptance of the conditions made by the President and ask for a suspension of hostilities. It is not known that any later news has reached the White House direct.

It does not appear that any official intimation that Spain has yielded has been received from the French Ambassador, but it is understood that M. Cambon has had unofficial information to the same purport as that received from private sources at the White House.

In view of the delay on the part of the Madrid Cabinet in coming to a conclusion the idea was beginning to prevail here that the Spanish Government was about to enter a plea in abatement, and that her answer again would be inconclusive. It is said that if such an answer had been sent the President would have given notice that our proposals were withdrawn, and let it be understood that when Spain again sued for peace the conditions would be more severe than those first laid down. It is believed that if the Spanish answer alleged to have been sent from Madrid to-day embodies an effort to secure any material change in the proposed peace condition it will meet with prompt rejection.

Some reference has been made in the dispatches of British newspapers to a desire on the part of the Spanish Government to include in the preliminary agreement a clause exempting it from liability for the Cuban debt. The formal statement of the points of the United States' note, given out from the White House, made no reference to this subject, and it cannot be known as yet whether the full text shows anything more.

Assuming that no reference whatever is made to the Cuban debt, it is possible the subject may be regarded as one that should be treated by the Peace Commissioners who are to meet later to frame the treaty, which, of course, will embody many details that are left untouched in the main proposition; at the same time, it is a fact that Cabinet officers have authorized the statement that no part of the Cuban or Puerto Rican debts would be assumed by the United States.

Based upon the reports of the progress being made at Madrid toward returning the answer of Spain it was calculated by the department officials that the formal note could not be delivered to the President before late to-morrow, and that was also the belief of the French Ambassador. From the length of time consumed in its preparation the inference was drawn that the note was long, and that a good deal of time would be consumed in forwarding it to Paris, reducing it to cipher there, transmitting it over the cable, and then retranslating it at the French Embassy in Washington.

In the case of the last note to Spain the attachés of the French Embassy worked nearly all night to prepare their communication to the Spanish Government, though the conference with the President closed before 5 o'clock in the afternoon with the Ambassador in possession of the United States' notes.

The Administration will act promptly upon the presentation of the opportunity to abandon some of the movements now on foot and to be carried out if the peace is not arranged. Gen. Corbin plainly intimates that Gen. Wade's selected regiments would not be sent to Puerto Rico if peace should intervene to render their departure unnecessary. Otherwise they will go in the transports that bring back Shafter's troops.

CUBA A HARD NUT TO CRACK.

LONDON, Aug. 8.—The Times says editorially this morning:

"It is a hard nut the negotiators have to crack regarding Cuba. The Americans cannot garrison the island, and it would be rather absurd to be compelled to ask the Spanish troops to remain to keep order there. There is such a thing as victory so complete and easy as to be more embarrassing than a struggle upon something like equal terms.

"Had the Spanish army in Cuba been beaten in the field, the situation would have been much less complicated, as the administracion of the island would simply be taken over by the victorious army.

"Now the troops are being deported from the island as rapidly as possible, but with them goes every trace of American power to deal with a possession of which Spain is to be deprived.

"No native Government is possible. No American Government is ready or likely to be ready for a long time to come. In the meantime, the Spanish army is starving, with the civil population. Events seem to have moved so quickly as to leave the American War Office absolutely unprepared to deal with problems much greater than the provisioning of the field force at Santiago."

The Daily News, in an editorial article, echoes the opinions of The Times regarding the Cuban difficulty. It characterizes Gen. Ames's dispatch (concerning the condition of troops at Santiago) as "one of the strongest and strangest that ever came from a military source," and says: "If its publication had preceded the acceptance of peace it might have considerably retarded that event."

Sunday Bull Fights as Usual.

LONDON, Aug. 8.—A special dispatch from Madrid says: "Apparently the public is little concerned about the progress of the peace negotiations. There were bullfights as usual to-day, (Sunday,) and the customary amusements proceeded with the utmost gayety."

Praise for Sagasta.

LONDON, Aug. 8.—A special dispatch from Madrid says:

"The papers comment on Señor Sagasta's astuteness in consulting the political leaders. This act has greatly strengthened his position, because nearly all approved his peace policy, and none had any feasible plan to propose for prolonging the war or getting better terms."

To Increase Spanish Notes.

LONDON, Aug. 8.—A special dispatch from Madrid says: "To-morrow the Queen Regent will sign a decree increasing the note circulation of the Bank of Spain."

Spain Strengthening Fortifications.

LONDON, Aug. 8.—A special dispatch from Madrid says the work of strengthening the fortifications in the vicinity of Gibraltar goes on unceasingly.

ALLEGED ANARCHIST PLOT.

Madrid Police Hear that the Life of a "High Political Personage" Is in Danger.

MADRID, Aug. 7.—El Epoca states that the police are investigating an Anarchist plot against the life of a high political personage.

It is alleged the plot was to be carried out to-morrow, upon the occasion of the anniversary of the assassination of Señor Canovas del Castillo.

LONDON TIMES SCORES ALGER.

"There Has Been Serious Mismanagement with the Santiago Forces," Says the Thunderer.

LONDON, Aug. 8.—The Times says editorially:

"The American war office is the subject of severe criticism from men of all parties, and Secretary Alger, as our New York correspondent caustically observes, 'is regarded seriously as a candidate for retirement into private life.' There undoubtedly has been most serious mismanagement in connection with the Santiago force, and had not public opinion intervened upon the manifesto of the Generals it is not improbable that the war office would have gone on covering up its own mistakes until the Santiago force had succumbed entirely to disease and privation."

Fell from Moving Train.

NEW BRUNSWICK, N. J., Aug. 7.—John Gorman, thirty years of age, single, of 258 South Fifth Street, Philadelphia, fell from Extra Freight Train No. 1,142 of the Pennsylvania Railroad here between 2 and 3 o'clock this morning and was badly injured. He fractured his skull, and his right arm was badly mangled. Gorman is in the hospital.

MILES ORDERS A GENERAL ADVANCE

Ernst's Brigade in the Centre Marches at 6 in the Morning.

WILSON REACHES JUANA DIAZ

Brooke Moves Forward from Guayama, Schwan from Yauco.

American Forces Seize the Custom House at Fajardo—Spaniards Confess a Loss of 17 Killed in the Fighting at Guayama.

PONCE, Puerto Rico, Aug. 7.—A general advance of the American force began this morning.

The remainder of Gen. Ernst's brigade, constituting the advance centre, supported by two batteries, moved out at 6 o'clock, and a part of the Eleventh Infantry of Gen. Henry's division started to the left, toward Adjuntas.

Gen. Wilson has moved the headquarters of his division from Ponce to Juana Diaz.

Gen. Schwan, with the Eleventh Regular Infantry and two batteries, moved to-day through Yauco toward Mayaguez.

Gen. Brooke is moving north from Guayama with 10,000 men. Troop A of New York, the Philadelphia City Troop, and Troop H of the Sixth Regulars are convoying Gen. Brooke's transportation column along the coast road through Salinas to Arroyo, which is thirty-six miles south by east of San Juan.

Col. Rice of Gen. Miles's staff will probably be assigned to the command of the Sixth Massachusetts.

MADRID, Aug. 7.—An official dispatch from Puerto Rico says the Americans yesterday seized the Custom House in the village of Fajardo, which place was without a garrison. An American column, the dispatch also says, supported by artillery, advanced on Guayama. The Spaniards made a brave resistance, but were forced to withdraw to Alturas. Seventeen of the Spaniards were killed.

NO SICKNESS IN MILES'S ARMY.

WASHINGTON, Aug. 7.—There is no expectation that the army of Gen. Miles will be afflicted with sickness as was the army of Gen. Shafter. Gen. Corbin, looking back over Shafter's campaign, says to-night that, while it was carried on at great cost of life, if it had not been "rushed" we would not now have Santiago. If delay had been insisted upon to provide the army with many of the comforts that it lacked, sickness would have overtaken it before it had accomplished its purpose, and the capture of the city might have been delayed, with greater loss of life than has been suffered.

As Gen. Miles has telegraphed that he will not need to have forage sent to him and that it will be unnecessary to send supplies of fresh beef, some of the difficulties of supplying his army are reduced.

ENGINEERS DO NOT SAIL.

Preparations Made for Departure, and Orders May Come To-day.

The transport Chester, with the First Regiment of Volunteer Engineers, did not sail for Puerto Rico yesterday. Capt. Esmond, who was in charge of the 1,200 men aboard her yesterday, said that they had got aboard Saturday, before the vessel was quite ready for them. There was a scarcity of food and water for drinking, and for washing purposes the men drew water out of the bay.

The regiment taxes the capacity of the Chester, but Capt. Esmond said that she was not overcrowded. The sleeping quarters are mostly on the main deck. The upper deck is taken up with mule stalls, baggage, and pack trains. Stores and water were taken aboard yesterday, and it was thought the vessel would be in readiness to sail to-day should orders be received.

As to whether the progress of the peace negotiations will affect the sailing programme the men did not care to consider. They are all anxious to go to the front.

Private Healy of Company C nearly lost his life yesterday, and his deliverance was due to the heroism of Comrade Frederick Simms of Company G. Healy was sitting on the rail of the Chester when suddenly he fell overboard. It was believed that he had been overcome by the heat. Simms saw him fall and immediately jumped in after him, while the cry of man over board brought orders to lower away a boat. Simms reached Healy and held his head above water till the boat came along and pulled them in, both very much overcome.

With the Chester will sail Major George W. Hobbs, who has been appointed by the Governor to arrange for the registration of the men in the field. He is accompanied by John Palmer, Jr., son of the Secretary of State, who will act as his clerk.

PREPARING THE YALE TO SAIL.

Work on Her May Be Completed To-day—The Vessel's Mascot.

The auxiliary cruiser Yale, which has been anchored off Tompkinsville, dropped down the bay to an anchorage off the Quarantine Boarding Station at 7 o'clock yesterday morning for disinfection, under the supervision of the Health Officer. Work on her was begun at 9 o'clock and will proceed without interruption until completed, probably this evening.

The disinfection of the Yale prior to her departure for Newport News, to take on Gen. Grant's troops, bound for Puerto Rico, was decided upon several days ago, because of the satisfaction the War Department felt in the manner Dr. Doty performed a similar service on the Harvard.

"Puerto Rico," the Yale's mascot billy-goat, was honorably discharged from the service yesterday. Puerto Rico is about nine months old, stands 16 inches high, and is 3 feet long. He is jet black, and has a vicious pair of horns, which he has been trained to use effectively on all who dare to turn their back on him. He was a good sailor and could chew tobacco as well as the old jackies on the Yale, but it was deemed inadvisable to take him to the island for which he was named, and yesterday he was lowered to a coal barge lying alongside the Yale and thence passed over to the tug America. Capt. Brinckman of the America promised the boys on the Yale that Puerto Rico should have the run of a six-acre lot out at Stanwich, N. J., the home of his brother-in-law, John P. Fritz.

When the goat left the Yale he carried a Waterbury watch on the ribbon about his neck, and he seemed none the less proud because of the works having been removed.

The Alamo Sails South.

The United States transport Alamo, which arrived here a week ago with sick and wounded soldiers on board, sailed yesterday for Newport News, whence she will convey troops to Puerto Rico.

Warships at St. Thomas.

ST. THOMAS, D. W. I., Aug. 7.—The Mayflower and Annapolis are here coaling.

The New Orleans was off the port yesterday, but the neutrality laws forbid her entrance until the expiration of three months from the date of her last visit. She returned westward to-day.

HIT A MAN WITH AN IRON BAR.

Motorman Then Started His Trolley Car and Ran Down His Obstinate Passenger.

On the up-town side of the new bridge over the Harlem River, where the passengers transfer from the West Farms electric cars to go over the bridge, there was a wild scene last evening, following the refusal of one man to leave a car.

Frederick Ralenesser of 1,689 First Avenue, with his mother, his wife, and four children, had been out for the day, and were returning to their home. When the car reached the bridge and the conductor called "all out," everybody got out except Ralenesser. He argued with the conductor, saying he was tired of transferring; that he had paid his fare to the end of the line and would remain in the car until he reached there.

"If you want to get to the end of the line without a transfer, you had better get a carriage," sneered the conductor. Ralenesser said nothing more, but sat where he was. Then the motorman, who was all ready for the return trip, dragged the obstinate passenger from his seat to the street. The man was back in the car again before the motorman had turned around.

In the meantime three or four other cars had come up, and the motormen were shouting for a clear road. The cars had been filled and the street was blocked with those who had stopped to see the outcome of the trouble. The motorman once again dragged Ralenesser from the seat, and once again the man jumped back into the car. Then the motorman picked up his heavy switchiron, a bar two feet long, and, rushing at Ralenesser, struck him on the head with it. The man dropped like a log with the blood spurting from a long cut in his head, but he was up again in a moment, shouting for the police. The mass of people pressed forward with loud shouts. There was no policeman in sight. The other motormen continued to yell for a clear track.

As soon as he was on his feet Ralenesser staggered to the front of the car and stood before it. He continued to cry for the police. The motorman paid no attention to him. Turning the current on, he started his car. A cry of horror went up from the crowd, as the fender of the car struck Ralenesser. The man was lifted clear of the ground and hurled ten feet from the tracks. Then the car went on at full speed, amid the cheers of the other motormen. A hundred men in the crowd made a dash for the car, but were unable to overtake it.

Ralenesser recovered sufficiently in a few minutes to go to the Alexander Avenue Police Station. There his injury was dressed. He said the car number was 849, and the police assured him that the motorman would be arrested, whereupon he went home with his family.

CONSIDERING CANDIDATES.

Tammany Leaders at Saratoga Hotels Discuss the Booms of Flower and Van Wyck.

SARATOGA, N. Y., Aug. 7.—The Democratic leaders remained comparatively quiet to-day. Richard Croker took a ride at noon with Fire Commissioner John J. Scannell, who has a cottage—Chateau Ophelia—on Lincoln Avenue.

At Moon's Saratoga Lake House late this afternoon a dinner was given to fourteen members of Tammany Hall, including Richard Croker.

The Roswell P. Flower and Mayor Van Wyck booms for Governor are this evening topics of discussion on the hotel piazzas. Ex-Gov. Flower to-day celebrated his sixty-third birthday anniversary by giving a dinner to twenty-two relatives and friends at James H. Riley's roadhouse, Saratoga Lake. Mayor Van Wyck will reach the Grand Union Hotel on Tuesday evening.

The prominent Democrats now in town are ex-Gov. Flower, Richard Croker, John Whalen, Nathan Straus, John B. Shea, Senator Patrick H. McCarren, John J. Scannell, John Fox, John F. Carroll, Major O'Keefe, Senator Coffey, James Shevlin, Judge Van Wyck, Senator T. F. Grady, and John B. Sexton. The State Committee will probably meet here on Thursday. Ex-Gov. Flower says that he voted for Bryan in 1896.

Deal (N. J.) Would Welcome Croker.

ASBURY PARK, N. J., Aug. 7.—The report that Richard Croker was to build a fine house at Deal, near here, was read with much interest here to-day. Until a few years ago there were few houses in Deal, but a New York syndicate purchased much of the property there, and since then Deal has enjoyed a boom. While the report as to the intentions of Mr. Croker to live in Jersey part of the year could not be verified today, it was the general opinion that should he come other prominent Tammany Hall politicians would follow, and the New Jersey business people in this vicinity would profit by it.

Mr. Hill Not at Jamesport.

RIVERHEAD, L. I., Aug. 7.—Ex-United States Senator David B. Hill did not visit Jamesport to-day to see Hugh McLaughlin, as was expected. It was reported that Mr. Hill would spend Sunday with the veteran Brooklyn leader, and that they would discuss the political situation in the State. It is considered probable that Mr. Hill will visit Jamesport within the next week.

HETTY GREEN'S DAUGHTER HURT

Thrown from Her Carriage by an Unruly Horse.

RUTLAND, Vt., Aug. 7.—Miss Sylvia Green, only daughter of Mrs. Hetty Green, of New York, who is spending the Summer at Bellows Falls, was thrown from her carriage while driving yesterday evening and severely injured. The horse became unmanageable and upset the carriage.

REPUBLICANS ARE WORRIED

Canal Scandal Causes Complications in the Nomination of a State Ticket.

MAJOR JEROME ON ROOSEVELT.

He Says the Republican Organization Has No Issues on Which to Stand, and Must Nominate a Man Whose Personality Only Can Win.

Senator Thomas C. Platt was not at Manhattan Beach yesterday, notwithstanding the various reports circulated in certain quarters that he had sent out numerous invitations to a conference which was to have taken place yesterday in the cool of the seashore. As a matter of fact, it was learned that there were nightly conferences at the Oriental Hotel all during last week, and, worn out by the constant wrangles that have sprung up in Republican Party ranks since the publication of the canal investigation report, the leader of the machine turned his thoughts to matters other than politics for the time being and fled for rest and recreation to the Summer home of his son at Wilkesbarre, Penn. He was accompanied there by Mrs. Platt, and will in all probability stay there for a few days.

The main topic under discussion at the conferences during the week, it was ascertained, was the canal scandal, and the outcome of the affair, so far, has been that whoever had an idea of placing the name of Gov. Frank S. Black as a candidate for renomination before the coming Republican State Convention had abandoned it absolutely. Most of the Republican politicians are of the opinion that the Gubernatorial bee has buzzed its last buzz in Gov Black's bonnet. It is considered doubtful even if his name will be mentioned when nominations are made.

Chairman Odell at the Beach.

Of the regular organization Republicans Congressman B. B. Odell, Chairman of the Republican State Committee, was the only guest at Manhattan Beach yesterday. He refused positively to discuss the situation as it stands at present, and when asked for an opinion on the Canal Investigation Committee's report, merely shrugged his shoulders and said: "Well, the story is not all told yet by any means. It may be well to wait and see what happens."

Mr. Odell is again spoken of as a candidate for the Gubernatorial chair. With Gov. Black out of the race and Senator Platt's reported opposition to the nomination of Theodore Roosevelt for the Governorship, he is considered by many Republican leaders to be as strong a man as the party can put up. He is known to be a good campaigner, and while his Congressional career has produced nothing upon which he can base any claim to higher honors, he has, on the other hand, not incurred the displeasure of any particular faction and is believed to stand well with up-State Republicans. Mr. Odell has not as yet announced his candidacy, and would say nothing upon the subject yesterday, but that he has aspirations in that direction is not denied by his friends.

Another element that has given the Republican organization leaders cause for no little worry is the fact that with the elimination of Gov. Black's name from the head of the State ticket to be nominated this Fall it will be utterly impossible to place any of the officers elected on the last ticket, from the Lieutenant Governor down, in nomination as candidates for re-election. The only two men who are both desirous of re-election and whom their friends would like to see nominated are Lieut. Gov. Timothy L. Woodruff and State Treasurer Addison B. Colvin, who is understood to be after the Controllership. Secretary of State John Palmer, Controller James A. Roberts, and Attorney General Theodore E. Hancock have not, it is said, even been thought of as candidates for re-election.

The Roosevelt Boom.

The Republicans of the County of New York were represented at Manhattan Beach yesterday by Major Lovell H. Jerome, who had some interesting statements to make regarding the fate of the Republican Party in the coming elections. He wore a big Roosevelt button in his coat lapel, where everybody could see it, and expressed his determination to stick to the man whose cause he thus openly espoused through thick and thin.

"Whatever my dissenting friends in the regular Republican organization may call me," he said, "I am and always will be a Republican. At the same time I have no hesitation in declaring openly that the Republicans stand no more show of electing their ticket this Fall than the Democrats did in the last National campaign, unless they put up a man who can carry the State by virtue of his own and distinct personality. As far as issues are concerned, they have not a leg to stand on. And this applies no less to National issues than it does to State politics. They have simply been hoist by their own petard. What argument can they put up before the people to support their cause?

"The Republican administration in the State of New York during the past two years has been more than disgraceful. The culmination of the evil has just leaked out in the Canal Investigation Committee's report, which lays bare frauds so gross and palpable that the public must be appalled. Responsibility for this outrage cannot be shirked, no matter on whose shoulders it is finally burdened. If the frauds were not perpetrated with the direct connivance of the State Executive they certainly were committed by men of his creation, nay, more. by his friends or by friends of the man to whom he has lent too willing an ear, namely, Senator Platt. Naturally the onus of it all falls on the Republican Party of the State, and the innocent, if there be such, in the ranks of the organization, must suffer with the guilty.

Mismanagement of Troops.

"The mismanagement in the case of the National Guard troops was largely if not entirely due to the incompetence of Adjt. Gen. Tillinghast, another creature of the Governor. But the day of reckoning is at hand. The soldiers who have votes are not apt to forget the sufferings they had to undergo on account of Republican blundering, or perhaps worse. In short, there is not a single argument which the Republicans can advance and upon which they can hope to gain the votes of the people.

"As for National Republican issues, granted that we have come out bedecked with glory in our fight with Spain, but at what cost? Can any excuse be offered for the retention of a Secretary of War who has committed not only blunder after blunder, but has used his power to bestow political favors and has indulged in jobbery which would not be tolerated in the most misgoverned country on earth. I can cite numbers of instances where good men seeking an appointment in the army, coming from this State, men who had records of long and faithful service, were turned down because they had not the indorsement of Thomas C. Platt on their applications. President McKinley is in the same position with Alger as Gov. Black is with Tillinghast and Aldridge. He cannot let him go because to do so would be a confession that he had made a grievous mistake in having him at all, or at least in keeping him so long. What matters it if in consequence scandals in the army crop out day after day? What matters it if the poor fellows in the South suffer untold miseries because Secretary Alger has appointed Quartermasters and commissaries who don't know a transport from a ferryboat or an army ration from a bootjack? When the story is told and the public, instead of relying upon a "so-called" investigation at Washington, take the matter into their own hands, hear the story from the soldiers' own lips, and then place the responsibility where it properly belongs, where will the Republican Party be?

Only One Plan, He Thinks.

"In my opinion, there is but one way to elect a Republican Governor in the State of New York. That is to nominate a man who has proved himself equal to any emergency, who is known to be as honest as the day is long, who has executive ability of the highest order. That man is Theodore Roosevelt. Of course, it is a question whether he will accept the nomination, but Roosevelt is in politics. He will do what he thinks is right, and when he sees the hopelessness of having a Republican Executive at Albany under any other circumstances, he will doubtless agree to become a candidate. He will be back here, I understand, in about ten days, or two weeks at the latest, and, coming fresh from the field of glory and victory, his candidacy ought to and will meet with the hearty sanction of all who have honest government at heart."

Major Jerome said further that at the meeting of the Republicans of the County of New York, which is to be held in Mott Memorial Hall to-morrow, he would withdraw his motion to affiliate with the Citizens' Union Party and would urge in strongest terms the indorsement of Theodore Roosevelt as a candidate for Governor.

Gen. E. C. O'Brien, the ex-President of the Dock Board, also declared himself as heartily in favor of the nomination of Col. Roosevelt for the Governorship. He thought that with him at the head of a Republican ticket there would be no difficulty, or at least much less difficulty, in electing it than there would be under any other circumstances.

SCHLEY AND SAMPSON AGREE.

Of One Mind as to the Submarine Defenses at Santiago.

WASHINGTON, Aug. 7.—Secretary Long to-day requested the publication of the following correspondence:

United States Flagship New York, First Rate,
Guantanamo Bay, Cuba, July 27, 1898.

My Dear Mr. Secretary: I am led to write at the present time on account of the publication of an article which appeared in the papers of the 19th inst., in which Commodore Schley is made to say that he had stated, apparently to the writer, that he had over and over again declared it was possible to enter the Harbor of Santiago, notwithstanding the mines.

Commodore Schley called upon me yesterday and voluntarily stated that the publication of the article on the 19th was false in every particular; that he not only never stated anything of the kind, but that he had never even thought of it; that he had always entirely agreed with me on this question, and that he did not know a single officer whose opinion differed from mine.

As I have reason to believe that Commodore Schley has been misrepresented, I have taken the liberty to address to you a telegram upon this subject this morning, and as I am about to sail for the east, I trust that it will receive your attention at an early date. Very respectfully,

W. T. SAMPSON, Rear Admiral, U. S. N.
Commander-in-Chief of United States naval force,
North Atlantic Station.

To Secretary of the Navy, Navy Department,
Washington, D. C.

The telegram referred to in Admiral Sampson's letter is as follows:

Playa del Este, via Haiti, July 27, 1898.
Secretary Navy, Washington, D. C.:

I call department's attention to an Associated Press dispatch in THE NEW YORK TIMES and Herald of the 19th, attributing to Commodore Schley certain opinions regarding mines. I request that the manager of The Associated Press be called upon to name the source and authority for the statements. SAMPSON.

On receipt of this telegram the department wrote the following letter to The Associated Press:

Navy Department, Washington, July 28, 1898.

Sir: THE NEW YORK TIMES and The New York Herald of the 19th inst. published an Associated Press dispatch in which certain opinions regarding mines are attributed to Commodore Schley. This dispatch is written in such a manner as to convey the impression that it was received from your representative with the squadron off Santiago, and consequently has been censored by proper naval authority.

I therefore have to request that you inform this department, at your earliest convenience, the source and authority for the dispatch to which reference is made. Very respectfully,

JOHN D. LONG, Secretary.

Mr. C. A. Boynton, General Southern Manager, of The Associated Press, Washington.

The reply of The Associated Press is as follows:

Washington, Aug. 1, 1898.

The Hon. John D. Long, Secretary of the Navy:

Sir: Your favor of July 28 is at hand, concerning articles published in THE NEW YORK TIMES and The New York Herald of the 19th inst., in which certain opinions in regard to mines are attributed to Commodore Schley.

This letter was not written by either of our representatives with the squadron off Santiago, but by another gentleman who was temporarily on one of our dispatch boats. The dispatch was not subject to censorship.

Our Mr. Graham, who has been constantly with Commodore Schley since his squadron assembled at Hampton Roads, and is probably more familiar with his views than any newspaper man at Santiago, takes issue with the gentleman who wrote the letter referred to, and says that Commodore Schley was always in complete accord with Admiral Sampson as to the question of entering the harbor.

He quotes Commodore Schley as saying: "Admiral Sampson and I had always agreed that it would be foolish to enter the harbor with the mines in place, and the condition of the mines proved that Admiral Sampson was correct."

Very respectfully,

CHARLES A. BOYNTON.

Military Society of Santiago.

SANTIAGO, Cuba, Aug. 7.—A meeting of officers of the Military Society of Santiago was held this afternoon at the Palace, and an election of officers took place. Gen. Shafter was elected President, Gen. Wheeler, First Vice President, and Major Sharp, Secretary.

FUNERAL OF DR. G. C. HUBBARD.

Over One Thousand Persons Attend Masonic Ceremony at the Grave.

Over 1,000 persons attended the funeral of Dr. George C. Hubbard, Sanitary Superintendent of the Department of Health, which took place from his home at Tottenville, S. I., yesterday afternoon. The members of Tompkins Lodge, F. and A. M., of Stapleton, of which he was a member, and delegations from Richmond Lodge, F. and A. M., of Port Richmond; Huguenot Lodge, F. and A. M., of Tottenville, and Raritan Lodge, F. and A. M., of Perth Amboy; Lenhart Post, G. A. R., of Tottenville; the One Hundred and Fifty-sixth Regiment of Volunteers, State of New York, of which Dr. Hubbard was surgeon during the civil war, attended. The services were held at St. Paul's Methodist Episcopal Church, the Rev. Mr. Collins, pastor of the church, officiating, assisted by the Rev. Mr. Hendrickson, pastor of the Tottenville Baptist Church.

At the grave at Bethel Cemetery the Masonic ceremony was conducted by E. M. Ehlers, the Grand Secretary of the Grand Lodge of Masons of the State of New York, after which the services were concluded by the firing of a volley and the sounding of taps by the One Hundred and Fifty-sixth Regiment. The pall bearers were members of Tompkins Lodge. They were Edward M. Muller, William R. Eddy, Henry Seguine, Charles Harrens, Robert P. Brown, and Charles E. Hoyer.

CALAMITY TO A FUNERAL PARTY

Horses Became Frightened and Kill Two of the Deceased's Family.

BIRMINGHAM, Ala., Aug. 7.—While the funeral procession of Farmer John Henderson was going quietly through the village of Hixon, Winston County, this afternoon a dog frightened a mule attached to a buggy. The mule ran away, and two horses, which pulled the wagon containing the corpse and a number of relatives, also became frightened and dashed off, throwing the corpse to the roadside and hurling Mrs. Mary Williams, sister of the deceased, against a tree. Her skull was fractured, and she died immediately.

Her daughter, Miss Annie Williams, who became entangled in the wheels, was dragged some distance, and her neck broken. The larger portion of the funeral procession, horror-stricken, returned home with the dead women, while a friend or so gathered up the corpse and saw to its interment.

ROUGH RIDERS START HOME

Roosevelt's Men Wild with Joy Over Their Good Fortune in Getting Away from Cuba.

FIVE SICK COMRADES LEFT

Regiment Is Eager to Return for the Havana Campaign if There Is One—Toral's Men Will Delay the Return of Shafter's Army.

SANTIAGO DE CUBA, Aug. 7.—The Rough Riders came to town by rail from their camp at 1 o'clock this afternoon. At the station they fell into line. Col. Roosevelt rode at the head of the regiment as it marched down the Alameda, skirting the water front to the dock where the Miami was moored.

All the men looked worn out. They presented a picturesque appearance. Some wore new khaki uniforms, while others were attired in heavy blue flannel shirts with their old equipment. All expressed regret at leaving their five companions behind, but were wild with joy over the prospect of so soon returning home.

They take no tents or baggage with them. The work of embarkation was very easy, and was quickly performed. The men are ready and eager to return for the Havana campaign in the Fall.

Of the Rough Riders the following remain here sick: Second Lieut. William Tiffany, Troop K; Corp. Edgar A. Schwartz, Troop G, and Privates William Hoyle, Troop E; F. G. Whalen, Troop A, and T. D. Steadman, Troop D. They will probably leave in ten days in care of Dr. Gonzalez.

Lieut. Stedberg of the Fourth Cavalry and Lieut. Rivers of the Third Cavalry, members of Gen. Young's staff, who, since Gen. Young left Siboney sick have been on Gen. Wood's staff, have been ordered to report to Gen. Young at Montauk Point at once. They left this afternoon on the Miami.

GATE CITY BRINGS 550 MEN.

Gen. Shafter Reports the Departure of Parts of the Third and Sixth Cavalry.

WASHINGTON, Aug. 7.—Gen. Shafter's command at Santiago has begun to leave Cuba for the United States. A part of two regiments of cavalry are now en route from Santiago to Montauk Point, L. I., as indicated in the following dispatch received to-night at the War Department from Gen. Shafter:

"Santiago de Cuba, Aug. 7.—The Gate City, with 550 men, Third and Sixth Cavalry, has sailed for Montauk Point this morning."

Three other transports bearing troops will leave Santiago to-morrow, and two are scheduled to leave Tuesday. All of them will sail for Montauk Point.

MAY BE DELAYS AT SANTIAGO.

Disposition of Prisoners Will Interfere with the Prompt Departure of Soldiers.

WASHINGTON, Aug. 7.—Secretary Alger is apprehensive that the small wharfage resources of Santiago will seriously retard the execution of the department's orders for the speedy return to the United States of Shafter's army corps. With the Spanish steamers coming in to take away the surrendered army of Gen. Toral, which must be first removed before it will be safe to withdraw the whole of the American force, it is going to be difficult to embark the latter without incurring danger of a severe congestion in the unhealthy town.

Gen. Shafter has been called upon by cable to describe the state of affairs, and he will be given all the help in the power of the department, but still it is believed that the whole of Shafter's soldiers cannot be embarked before Sept. 1.

The War Department officials are entirely satisfied with the progress so far made toward the shipment to Spain of Gen. Toral's army surrendered at Santiago. The vessels which are to be used for this purpose are now on the way to Santiago, and, barring accidents, they are expected to arrive there about the 13th inst., when the troops will be embarked as rapidly as possible and proceed at once to Spain.

It is recalled that most of the other competitors for the transportation contract required until Sept. 1 to accomplish the embarkation which under the present arrangement, it is expected, will be completed by Aug. 15 or very soon thereafter.

TOTAL SICK AT SANTIAGO, 3,681.

No Deaths from Yellow Fever in the Report for Aug. 6.

WASHINGTON, Aug. 7.—Gen. Shafter's daily report to the War Department of the health of his command at Santiago, as bulletined by Adjt. Gen. Corbin to-night, follows:

"Sanitary report for Aug. 6: Total number sick, 3,681; total number fever cases, 2,638; total number new cases fever, 431; total number fever cases returned to duty, 477; deaths Aug. 5, Private M. W. Desmond, Company L, Ninth Massachusetts, typhoid fever; Private Dallas Tannay, Company K, Thirty-fourth Michigan, malarial fevers. Deaths Aug. 6: Private George P. McLaughlin, Company B, Ninth Massachusetts, typhoid fever; Private John A. Lewis, Company B, Twenty-fourth Infantry, chronic diarrhea; Private A. J. Gillis, Company H, Thirty-fourth Michigan, typhoid fever; Major M. J. O'Connor, Ninth Massachusetts, pernicious malarial fever; Corp. Albert E. Koch, Company A, Second Infantry, pernicious remittent fever; Private Burton Salisbury, Company B, Twenty-first Infantry, chronic diarrhea; Private Anthony Massa, Company A, Seventh Infantry, thermic fever."

FURLOUGHS GRANTED OFFICERS.

These Men Have Been Ordered to Their Homes.

WASHINGTON, Aug. 7.—A telegram was received to-day from Brig. Gen. Duffield, who has returned to the United States from Santiago, where he was stricken with yellow fever. The officers named in the dispatch have been given furloughs by the War Department, and ordered to their homes:

"Port Tampa, Fla., Aug. 6.—The Hon. H. C. Corbin, Adjutant General, Washington, D. C.—Dr. Geddings, in charge of quarantine, will facilitate our departure in every way in his power. Time of quarantine up Tuesday afternoon. The names of the officers affected by your telegram are Brig. Gen. Henry M. Duffield, United States Volunteers, Detroit, Mich.; Col. Charles L. Boynton, Thirty-third Michigan, Port Huron, Mich.; Lieut. Col. L. J. Logan, Ninth Massachusetts, Boston, Mass.; Major Henry M. Wessels, Third United States Cavalry, Jefferson Barracks, Mo.; Major Victor G. Vaughan, Surgeon, Ann Arbor, Mich.; Major Merritt E. Webb, Thirty-third Michigan, Monroe, Mich.; Major D. B. Wilson, Commissary, North Abington, Mass.; Capt. Charles A. Norden, Seventh United States Infantry, Fort Logan, Col.; Capt. D. Wilcox, Assistant Adjutant General, Washington, D. C.; Capt. John H. Dunn, Ninth Massachusetts, Boston, Mass.; First Lieut. H. E. Wilkins, Second United States Infantry; First Lieut. S. E. Smiley, Fifteenth United States Infantry, Bridgeton, N. J.; First Lieut. Mark L. Hersey, Twelfth United States Infantry, East Corinth, Miss.; First Lieut. James H. Reeves, Sixth United States Cavalry, Centre, Ala.; First Lieut. J. W. Barker, Third United States Infantry, Syracuse, N. Y., Second Lieut. Rudolph Haas, Thirty-fourth Michigan, Houghton, Mich.; Second Lieut. C. O'Reilly Atkinson, Thirty-third Michigan, Detroit, Mich.; Second Lieut. Thomas F. Sullivan, Ninth Massachusetts, Boston, Mass., and Acting Assistant Surgeon Frank Donaldson, New York City.

HENRY M. DUFFIELD,
"Brigadier General of Volunteers."

THE WORK AT MONTAUK CAMP.

The Preparations for the Soldiers Are Progressing Rapidly—Obstacles to be Overcome.

MONTAUK POINT, L. I., Aug. 7.—Owing to the vast expanse of sand dunes, covered with tangled running blackberry vines and stiff, hard wire grass, which go to make up the section of Long Island known as Montauk, where Gen. Shafter's army will camp, it has not looked as though much was being done. A few men could be seen here and there to-day digging a well, leveling off a rough place to make it into some kind of a road, and at others men could be seen piling lumber.

The little groups were but specks when viewed from Observatory Hill. Small and puny as the force looked, it was in reality a large one. Italians were making roads and carting lumber. All the carpenters who could be obtained from the towns on the east end of the island as far west as Babylon were at work. Vast quantities of lumber are being taken to the future camp grounds by the Long Island Railroad, and as it arrives it is hurried from the cars and without waiting to pile it it is unloaded. Carts of all descriptions are utilized to haul it to where it is to be used. To deliver the lumber aright the driver has to watch for certain colored stakes driven by the engineers.

The work of getting the camp into shape is not nearly so far advanced as could be wished. The great drawback is the lack of switching facilities. Great stretches of side tracks are now being put in, and by Tuesday noon there will be trackage enough and to spare, probably. In this work a small army of Italians is engaged. The tracks are being laid parallel with the main tracks, and there will be sufficient trackage to unload everything that comes in, and until the storage houses are built the supplies will have to be kept in the cars.

The tracks are thirty feet apart, and wagons can be driven in between them, so as to facilitate the unloading of goods and do away with the extra handling that would be necessary if they had to be unloaded upon platforms.

Enlarging the Station.

The little railroad station is being torn to pieces. There was a baggage and express room back of the little 10 by 8 waiting room. The partition is being torn down, so as to more than double the waiting room. The platform is being enlarged and the ticket office is being arranged to accommodate four or five ticket sellers, if need be. Formerly a young woman was operator, ticket agent, and about everything else at the station except baggage and express man. Now C. W. Beach, one of the Long Island Railroad's most experienced men, is station master, and he has two operators and the young woman as ticket seller.

Montauk has been spoken of as being flat. That is untrue. There are not ten consecutive feet of ground on the same level. From the railroad station to the lighthouse the land consists of great waves of sand. It is as if an ocean, tossed by a mighty storm, had suddenly changed into sand and remained as it was at the moment of the change.

The drainage ought to be excellent, although there may be some trouble in keeping the drainage from the cavalry camp from getting into Fort Pond. This is the water the horses are to drink. It is not without a tinge of salt, but is still pleasant to the taste.

Leaving the railroad station and going toward the future camping ground, there are two ways of reaching Third House, which is now headquarters. One is to follow the road which skirts the water and follows every convolution of the soil, and zigzags in and out as the waves have made inlets. The other way is to follow the telephone wire which runs from the station to the house, which almost alone stands far away toward the point. That telephone line was laid as straight as the crow flies, or straighter. It sometimes sinks away down in a hollow and again rises away up into the air on the top of a hill. The route is through a tangle of blackberry vines, wire grass, and little cranberry bogs. Around the road the distance is about four miles, and the fare by wagon is what the driver can get out of one, so long as it is a day's wages for himself and keep of his horses.

Third House Now Headquarters.

Third House, so named because it is said to be the third house erected on the Montauk shores, is now headquarters, and is a crowded place. Last night some guests who came down and thought they would have no trouble in securing rooms, had to sleep upon the floor of the parlor. Others made themselves comfortable in hammocks. Third House was never built to accommodate a big crowd.

Proprietor Conklin does the best he can, but his house is too small for the new and unexpected rush. Later, when Gen. Young, Col. Forward, and Capt. Patten and their staffs leave, there will be more room. This will be in a day or two, as they expect to pitch their camp.

When the troops arrive, according to present plans, they will be landed at the old dock built by Austin Corbin years ago in the hope of having some of the ocean steamships enter Fort Pond Bay instead of continuing on to New York. The dock is not as strong as it might be, but it will be strengthened and improved. An outer lining of piling will be driven so that steamships may run close to the dock. The plan now is to have the piling driven in elliptical form. There is considerable doubt as to whether this will be done, although the plans for the work exist. The most probable method of unloading both men and equipment is by boat and lighter. Long before the dock could be put in shape for steamships to run to it the troops should be in camp.

The work of constructing the water supply system will begin to-morrow morning. Several carloads of pipe arrived late this afternoon. The pipe is of several sizes. The work of putting it down will not be hard, as the lengths are all threaded and have caps so that they can be easily joined. The water is to be pumped into a stand pipe on Observatory Hill, and thence led to the regiments by laterals. The companies will have branch mains, which will always be at command. Two of the three upright boilers for the pumping station are on hand. A small boiler rolled into Fort Pond this afternoon. The method of transporting these boilers here is unusual. If they were loaded upon a wagon they would cause the wheels to sink into the soft sand of the road, so the boilers are placed upon their sides, and then an iron bar passed through them, forming an axle. A team of horses is hitched and the boiler moves off like a steam roller. Back of it, with a rope to either end, is a gang of Italians, whose duty it is to check its progress going down hill, and by hauling to the right or left to steer it around the corners.

The Postal Facilities.

The first mail to be delivered at the camp will be from a postal car, but in a few days a building will be erected just in the rear of the station for the accommodation of the mail clerks.

The Long Island Railroad has in the course of erection a building to be used as a restaurant. This is for the benefit of visitors to the camp, who could otherwise obtain nothing nearer than twelve miles away.

Col. Forward this morning received several cases of supplies from Washington. The cots and tents for his department are at hand. This evening eight ambulances arrived by train. A lot of hay and oats also arrived and were side-tracked. Two unattached surgeons reported for duty during the day, but there was nothing for them to do.

Gen. Young this afternoon received telegrams announcing the movement of the troops now on the way or getting on board of the transports at Tampa and Fernandina.

Superintendent Potter of the Long Island Railroad was in active charge of the railroad work at Montauk yesterday. He and President Baldwin were on the ground early, and were met by Gen. Young and Col. Forward. Later they drove to Third House for dinner. They returned afterward, and Mr. Potter was soon wading about in the deep sand and crawling about the buildings in process of construction. He said he anticipated little trouble in handling the first arrivals, and none at all after that. The trouble might come through the first arrivals reaching the camp grounds before the sidings were fit for use, but if they did not arrive before Monday night, all would be well, and there would be accommodations enough to allow them to leave the cars as fast as the trains could come up.

As to moving such large bodies upon a single track road he said there would be little trouble, since the movement would be all one way, and as the unloading would be done from the sidings, there would be no inconvenience. Besides that, if the sidings became choked, there were extensive side tracks at Amagansett, twelve miles away, which could be used for the storing of empty cars, and beyond that point every station had side tracks sufficient for a train.

SICK MEN FROM MILES'S ARMY.

Lampasas Reaches Hampton Roads with Seventy-seven Patients.

FORT MONROE, Va., Aug. 7.—The United States transport Lampasas arrived in Hampton Roads last evening. She came from Ponce direct, and brought with her 77 men who are suffering from typhoid and malarial fever, the former predominating. There were five deaths from typhoid en route from Ponce. The men aboard her are largely from New England and Wisconsin.

The men were taken to the post hospital this afternoon. It is understood that but few of the men are in a serious condition. There were no suspicious fever cases aboard.

The medical staff of the transport consists of Dr. Miller, Red Cross physician in charge; Dr. Cline, and Dr. Booth. Unlike the other transports which brought wounded up without nurses, the Lampasas had aboard twenty-six Red Cross nurses, under Miss Rutby. They were, the doctors and sick men say, ministering angels on the voyage up.

The body of Morris Cosburg of the Third Wisconsin Regiment was buried ashore yesterday afternoon. Among the sick are a number of members of the Sixth Massachusetts Regiment. They were met here by Sherman Moore, representing the Massachusetts Volunteer Soldiers' Aid Associations. He will care for their wants.

The names of the men who died on the steamer are Ernest Marshall, Company F, Sixth Massachusetts, typhoid, buried ashore at Guanica; Willis Page, Company F, Sixth Massachusetts Regiment, typhoid, buried at sea; Alfred Oberg, Company G, Sixth Illinois Regiment, typhoid, buried at Guanica, Puerto Rico; William Hayne, Company H, Second Regiment, typhoid, buried at sea; J. Von Bladen, Company H, Second Wisconsin Regiment, buried at sea.

Following is a list of the sick:

Sixth Massachusetts—Lieut. L. A. Gaylor and O. McGinnis, Hospital Corps; J. H. Dunn, Jr., Company C; J. J. Homans, Company L; H. E. Talbot, Company B; C. A. Thomas, Company G; Sergt. F. M. Ristan, Company B; H. C. Parsons, Company H; J. B. Ebart, Company B; F. H. Aument, Company E; J. W. Byers, F. H. Kerr, and F. R. Vail, Company L; A. C. Shoner and L. F. Bergland, Company F; R. L. Collins, Hospital Corps; E. B. Johnson, Company F; F. C. Gunn, Company B; E. C. King, Company D; W. H. Radier, Company F; H. T. Rawles, Company F; A. W. Clapp, Company F; E. Horne, Company F; W. A. Hart, Company I; Corp. J. J. Grady, Company F; C. N. Foster, Company B; C. H. Duvall, Company B; H. M. Hoffman, Company B; Corp. T. M. Dormand, Company F; Sergt. F. L. Best, Company F; D. H. Bishop, Company F; Michael Donahoe, Company D; Edward McGinn, Company D; A. Bonin, Company F; J. Martin, Company F; J. P. Haggerty, Company I; Willard Hunt, artificer; Sewell Crawford, Company C; H. A. Quinet, Company H; W. E. Savage, Company C; F. L. Harding, Company E; T. McElroy, Company E; Sergt. A. W. Hosmer, Company I; Hugh Frazer, Company B; Corp. Elden L. Holt, Company F; Frank Wilkins, Company H; Alfred E. Marsh, Company E; R. C. Mains, Company I; Mason S. Allen, Company F; Roderick McDonald, Company A; Thomas Mullin, Company F; W. E. Due, Company B; F. D. Stumpf, Company F; Sergt. T. L. Smith, Company I; Corp. E. A. Howe, Company F; M. J. Flannery, Company I; J. P. Hutch, Company F; T. E. McGee, Company F; A. H. Shrigg, Company L; M. Garceau, Company K; W. H. Cowern, Company F; T. T. Ryan, Company F; G. H. Lawrence, Company B; Alma Bertrand, Company F; H. A. Turner, Company H; C. H. Small, Company F; E. E. Howe, Company F; J. W. Grover, Company F.

Ninth New York Infantry—Aucker Brobey, Company H; R. W. Webb, Company B, and B. S. Zenbuchanan and Dr. F. D. Patterson, Signal Corps.

SIXTH CAVALRY DUE TO-DAY.

Men Who Did Not Go to Cuba Coming from Fernandina.

That part of the Sixth Cavalry which did not go to Santiago de Cuba is due to arrive here from Fernandina at an early hour this morning. The troop was expected all day yesterday, as the command reached Washington at an early hour, but owing to some cause not explained it was delayed in that vicinity until last night. The men have been ordered to Montauk Point, where they will go into camp until all danger from yellow and typhoid fevers and other contagious diseases is past.

The entire force which is to come north from Fernandina and Tampa number 57 officers, 3,573 enlisted men, 86 civilian employes, 5,114 horses, and 1,018 mules.

According to the arrangement between the Long Island Railroad and the Government, the live stock and freight destined for Montauk Point will be transferred from the dock in Jersey City to the foot of Thirty-ninth Street, Brooklyn, by ferry, without unloading the cars. The live-stock lighters belonging to the Pennsylvania Railroad will be used to carry the cavalry horses across the harbor. The troops will go to Long Island City by ferry and there take the cars to Montauk Point.

The Sixth Cavalry left Fernandina in six sections, the first one leaving at 1 o'clock Thursday afternoon. The troop should have arrived here yesterday afternoon or evening had there been no delay.

Soldiers Landed from the Louisiana.

The convalescent troops from the transport Concho were transferred from Swinburne Island to the camp hospital at Governors Island early yesterday afternoon. The transport Louisiana still remains at anchor off Quarantine, waiting orders. She will probably come up to the city to-day. The following persons who arrived on the steamer Louisiana were transferred to Swinburne Island last evening by the steamer James W. Wadsworth: Private C. O'Brien, Company A, Third Infantry; Private H. Sabieres, Company B, Third Infantry; Private A. McIntosh, Troop F, Third Cavalry; Private J. A. Ranson, Jr., Company D, First Illinois, and F. A. Madesen, stevedore.

SOLDIERS WELL CARED FOR.

Energetic Measures Taken to Improve the Sanitary Condition of Camp Thomas.

CHICKAMAUGA PARK, Aug. 7.—The Signal Corps, under command of Major Squire, has been delayed two or three days in responding to an order to proceed to Newport News, but will depart at 8 o'clock to-morrow morning.

The improvement of the sanitary condition of the regimental camps is the one absorbing matter at the park now. Definite plans will have been formulated within a day or two, after which the management of the camp will be under new and very rigid regulations as regards the disposition of garbage and refuse matter, and the preparation and serving of food. All drinking water will be boiled, and this regulation is one which will not be deviated from in the future. Another condition it is hoped to bring about as early as possible is that of having the tents of all the men provided with board floors.

With the still further purpose of adding to the health conditions, practice marches are being arranged. On Thursday of this week the engineer officers of all the divisions will go out to locate the most practical routes for these marches, and regiments will be sent later by brigades in heavy marching order for a four days' absence from the park. The march will cover about sixty miles going and coming, and the men will occupy shelter tents at night. Numerous furloughs are being granted convalescents in accordance with the recent order to allow patients recovering from serious illness a thirty-day furlough and transportation home.

SICK AT CAMP ALGER, 375.

Deaths in Gen. Graham's Command to Date Number 39.

WASHINGTON, Aug. 7.—At present there are about 375 men from Camp Alger in the hospital at Fort Meyer. Some of them are seriously ill, and a few are not expected to recover.

Thus far the fatalities among the troops under Gen. Graham's command, at Camp Alger, have numbered thirty-nine. This is not considered a great loss in an army of nearly 30,000 men in three months.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

A PATRIOTIC LAWN PARTY.

It Will Be Held in Central Park for the Families of Soldiers and Sailors at the Front.

A lawn party for the benefit of the families of soldiers and sailors at the front will be held on the East Lawn, Central Park, to-morrow afternoon and evening. It will be under the auspices of the Women's Patriotic Relief Association, the officers of which are: President—Mrs. Howard Carroll; Vice Presidents—Mrs. Ralph Trautman and Mrs. Frank C. Loveland; Secretaries—Miss Florence Guernsey and Miss Emma A. Eagan; Treasurer—Mrs. H. Gardner Wetherbee; Assistant Treasurer—Mrs. George W. Powers; Auditor—Miss Margaret Dubois Barrow. The Advisory Board of the association consists of Seth Low, William L. Strong, John P. Townsend, J. Hull Browning, James Whitely, and the Rev. Thomas J. Ducey.

The special committee which has been busy for days arranging for the lawn party consists of Mrs. Ralph Trautman, Mrs. M. E. F. Franklin, Mrs. S. F. Miller, Mrs. A. Scheppe, Miss Martha Washington Beckel, Mme. Lucchetti, Miss Frances Barker, and Mrs. John W. McDonald, Chairman. They have had the assistance of Major John Byrne, Emerson McMillan, and Col. John Crane of the Soldiers and Sailors' Protective Association.

Acting Mayor Guggenheimer will open the festivities at 2 o'clock with an address to the children of the soldiers and sailors, of whom 5,000 at least will be gathered on the shady lawn which fronts Fifth Avenue from Sixty-fifth to Seventy-second Street. Fanciulli's full band will furnish the music and there will be patriotic singing by the little ones. A Punch and Judy show will be an attractive feature of the programme. The Misses Green, kindergartners, will be present to interest and entertain the children.

Admiral Osbon, the last surviving officer of Farragut's staff, will be present, accompanied by a corps of fifty uniformed "middies," who are members of the Navy Veterans' Cadet Organization. They are to act as a guard of honor. A detail of the Naval Reserves from the monitor Nahant is also expected to be present. All the soldiers at Bellevue Hospital who are able to be out have accepted invitations to attend. There will be nearly a company of "Rough Riders." Capt. Philip of the battleship Texas will send a large number of sailors, who will have shore leave for the afternoon. Some of the best story tellers of the city have been selected to spin yarns to the children, and there will be all kinds of games for their amusement.

Mrs. Isaacs, the owner of the goat carriages, has tendered the use of them free to the children. The ladies who are in charge of the affair depend upon good-hearted people to purchase ice cream tickets for the children.

Many contributions of ice cream, cake, and other delicacies are being received. Those who are out of town and may wish to contribute to the joy of these little ones may send contributions to Mrs. Douglas Hollister of 50 West Eighty-second Street or to Mrs. John W. McDonald, 24 West Fifty-ninth Street.

NURSES OFF FOR CAMP.

Miss Maxwell Starts South with Nineteen Assistants.

Twenty nurses left for Camp Thomas, Chickamauga, on the Pennsylvania Railroad at 4:45 o'clock yesterday afternoon. Miss A. C. Maxwell, Superintendent of the Presbyterian Hospital's Training School for Nurses, has charge of the party and will direct their work. At the railroad station Miss Maxwell checked off each nurse on a big long ticket she held in her left hand, and when she had passed nineteen she looked about to see if any had been left and then walked in to the train herself.

She said the party expected to reach Camp Thomas to-night. To-morrow some of them would leave for Tampa. The nurses go for the Government, and have been demanded on account of the increased sickness in camp. Miss Maxwell is one of the best-known matrons in the United States, having been in charge of St. Luke's Hospital before she went to the Presbyterian. The nurses, nearly all of them, are the pick of this year's graduating class at the Presbyterian Hospital. Others come from other hospitals, but all were trained under Miss Maxwell and know her well. They were in high spirits and as happy as if they were starting for a picnic. One of them said: "No, the work has no terrors for us. We are used to it and like it. We think of the suffering we can relieve and the good we can do."

FOR THE SICK AND WOUNDED.

Society People at Millbrook Give Tableaux for Relief Fund.

POUGHKEEPSIE, Aug. 7.—At Millbrook, Dutchess County, last night an entertainment was given for the benefit of sick and wounded soldiers. It was given under the auspices of Mrs. John D. Wing, Mrs. Daniel S. Lamont, and Mrs. Samuel Thorne. The performances began with a vaudeville first part in which Mr. G. Howard Davison sang two comic songs and Mr. R. S. Pigott sang "We're Brothers True," a patriotic song, which created great enthusiasm.

The second part of the programme consisted of tableaux in which prominent ladies appeared in characters of history, romance, and literature. Mrs. Lamont appeared as "The Duchess of Devonshire," and Mrs. Oakleigh Thorne as "Charlotte Corday," Miss G. Coudert as "A Peasant," and Miss C. Coudert as "Rebecca at the Well." Over 500 society people attended. Four hundred dollars will be the net sum realized.

WOMAN PUSHED UNDER A CAR.

Mrs. Hayburne Visited Coney Island, and May Lose a Leg in Consequence.

Mrs. Henry Hayburne, sixty years old, of 9 West Twentieth Street, tried to board a car of the Brooklyn Heights Railroad Company from Coney Island at 9 o'clock last night and was caught in the crowd and pushed under the car. Her left leg was badly mangled and she received numerous contusions about the body. Surgeon Gosman, who answered the call from the Coney Island Police Station, thought her leg would have to be amputated and sent her to the Kings County Hospital.

There were several other accidents at Coney Island yesterday. Arthur Clarke of 724 Amsterdam Avenue rode to the island on a bicycle, and when near Ocean Parkway on the cycle path, ran into a tree and dislocated his shoulder. Albert Mandel of 2,112 Dean Street, Brooklyn, went in bathing at Doyle's Pavilion and stepped on a piece of glass, cutting an artery. He was sent home.

WERE THE MAILS ROBBED?

Theory That John Kynaston Got His Stolen Bonds in That Way.

The problem as to where Third Officer John Kynaston of the Britannic got the United States bonds which were in his possession when he was arrested on Friday in the Third National Bank of Jersey City, has not yet been solved. The theory of Chief of Police Murphy is that they were stolen from the mails.

Postmaster Cornelius Van Cott, when questioned last night as to this, declared that he knew nothing of the stealing of any bonds from the mails.

"There was a suspicious circumstance lately," said he, "in the case of a registered letter coming in the transatlantic mail, which appeared to have been tampered with. If it was opened, however, the act took place abroad."

Mr. Van Cott said that it was his impression that the vessel on which this letter arrived was the Britannic.

YACHT CAPSIZED IN THE SOUND.

Ten Men Aboard Rescued by Volunteers from Fort Schuyler.

The yacht Jessie capsized off Fort Schuyler at 6 o'clock last evening, and the ten men in her were thrown into the water. They managed, however, to cling to the boat until a number of the men of the Twenty-second New York Volunteers went to the rescue and hauled them in. They towed the yacht close in shore and righted her, after which the men sailed away for Harlem. They refused to give their names.

Soldier Roach's Body Found.

The body of Richard Roach of Company K, Twenty-second Regiment, who was drowned from the Quartermaster's dock on Thursday, was found near Fort Schuyler yesterday.

RAIN SAVES NEBRASKA CORN.

Biggest Crop of the Staple in the History of the State Now Believed to be Assured.

OMAHA, Neb., Aug. 7.—For the past two days and nights rain has been falling constantly in Nebraska. It has reached over every nook and corner of the State, and has given the commonwealth such a soaking as it has not had before in years.

Many fields of corn that had been given up as a total loss have come out during the past week, following the terrific dry spell, until now it looks as if the drought did but little damage.

The estimate of the State's corn yield is placed at 25,000,000 bushels ahead of what it was thought to be immediately after the drought was first broken. The corn that passed the dry period in good condition now promises to be the heaviest yield ever noted in the State. This is particularly true of the late corn. It was the earliest variety that appeared to feel the drought first, and what loss the crop sustained is in this direction.

The corn generally is now declared to be beyond the possibility of injury by drought or the blighting effects of hot weather. The fine rains have also placed the pastures and hay grounds of the State in the best condition. Altogether the prospects in Nebraska agricultural resources could not be better.

AT THE HOTELS.

FIFTH AVENUE—F. W. Cridler, Assistant Secretary of State, Washington, D. C.

GRAND—A. P. Leidy, Washington.

HOLLAND—Commander F. M. Passow, United States ship Harvard; Thomas B. Scott, St. Paul.

IMPERIAL—Assemblyman R. A. Denny, Rome, Ga.; Dr. J. H. Sloan, East Liverpool, Ohio.

MANHATTAN—H. T. Jordan, Washington; E. B. Pillsbury, Boston; Thomas Spratt, Boston.

MURRAY HILL—H. H. Wood, United States Navy; Lieut. M. A. Batson, Fourth United States Cavalry; J. H. Goldfinch, Her Majesty's ship Terror.

STURTEVANT—Charles A. Rout, Paris.

WALDORF—T. S. Mumford, United States Army; R. T. Warren, London.

ARRIVAL OF BUYERS.

Representatives of Out-of-town Firms Now in the City.

Barr, Wm., Dry Goods Co., The, St. Louis, Mo.; S. S. Kerr, blankets and upholstery goods; 621 Broadway; Hotel Gerlach.

Barringer, M. M., Eufaula, Ala.; dry goods; Hotel Albert.

Carson, Pirie, Scott & Co., Chicago Ill.; E. T. Lloyd, handkerchiefs; Miss L. Snyder, dry goods; 115 Worth St.; Hotel Manhattan.

Chancellor, A. C., Columbus, Ga.; dry goods; St. Denis Hotel.

Frank Bros., Chicago, Ill.; J. G. Bush, lace and embroideries; 115 Worth St.; Hotel Cadillac.

"Fair, The," Chicago, Ill.; E. J. Schweinboldt, linens and white goods; Hotel Cadillac.

"Fair Co., The," Cincinnati, Ohio; H. Alexander, dry goods; St. Denis Hotel.

Innes, George & Co., Wichita, Kan.; W. J. Weiser, cloaks and furnishing goods; St. Denis Hotel.

Kiest, W. E., De moines, Iowa; dry goods; St. Denis Hotel.

Long, Jonas Sons, Wilkesbarre, Penn.; B. Long, dress goods and silks; 51 Franklin St.; Hotel Imperial.

Goldenberg, Moses, Washington, D. C.; A. P. Leivy, cloaks; J. Goldenberg, dry goods; Grand Hotel.

Emery Bird Thayer Co., Kansas City, Mo.; L. W. Lear, domestics and white goods; 51 Leonard St.; Grand Hotel.

Schipper & Block, Peoria, Ill.; H. Eads, cloaks and shawls; 49 Lispenard St.; Hotel Albert.

Mannheimer Bros., St. Paul, Minn.; George Lorentz, laces and furnishing goods; E. E. Creager, dry goods; 55 Franklin St.; Hotel Albert.

Menken, J. S. Co., The, Memphis, Tenn.; J. Ford, dress goods and silks; 115 Worth St.; Hotel Imperial.

Menken, J. S. Co., The, Memphis, Tenn.; J. B. Kirker, laces and embroideries; 115 Worth St.; Hotel Albert.

Newberger, B., St. Joseph, Mo.; millinery; Hotel Albert.

Newman Dry Goods Co., The, Arkansas City, Kan.; A. A. Newman, clothing, shoes, notions, and furnishing goods; Hotel Albert.

Newman, G. W., Emporia, Kan.; dry goods; Hotel Albert.

Petersens, J. H., & Sons, Davenport, Iowa; M. D. Petersen, clothing; W. D. Petersen, dress goods and domestics; St. Denis Hotel.

Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White St.

Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White St.

Siegel, Cooper & Co., Chicago, Ill.; J. G. Walker, hosiery and underwear; P. S. Ryan, Gloves; H. Shepard, laces and handkerchiefs; J. A. McDonald, dry goods; W. C. Elder, dry goods; A. Chapman, dry goods; Sixth Avenue and Eighteenth Street; Hotel Cadillac.

Siegel, Cooper & Co., Chicago, Ill.; Brown, Thompson, furnishing goods; J. L. Geraghty, notions and buttons; F. Fox, confectionery; H. Harris, clothing; Miss Garrity, corsets; Miss L. Major, jewelry; C. S. Burkholder, millinery; Sixth Avenue and Eighteenth Stree; Gerlach Hotel.

Siegel, Cooper & Co., Chicago, Ill.; Miss S. Thal, muslin underwear; Sixth Avenue and Eighteenth Street; Howland House.

Siegel, Cooper & Co., Chicago, Ill.; E. C. Cooper, domestics and linens; R. McKnight, books and stationery; 6th Av. and 18th St.; Hotel Albert.

Wile Bros. & Weil, Buffalo, N. Y.; D. Wile, woolens; Hotel Imperial.

Segelbaum's Sons, Minneapolis, Minn.; Miss R. Shannon, cloaks and suits; Hotel Manhattan.

McHenry, J. F., Cleveland, Ohio; millinery; Park Avenue Hotel.

Keith, Edson & Co., Chicago, Ill.; G. M. Vanzwall, flowers and feathers; 96 Spring St.; Holland House.

Faller, Isaac, Sons & Co., Cincinnati, Ohio; A. Segal, cloaks; Holland House.

Giershoefer, H. & Co., Cincinnati, Ohio; H. Giershoefer, woolens; Holland House.

Strouse & Bros., Baltimore, Md.; E. Strouse, woolens; I. Strouse, woolens; Hoffman House.

Seasongood, Troy & Krouse, Cincinnati, Ohio; P. Krouse, woolens; 49 Worth St.; Hoffman House.

Bromberg, I., Mineola, Texas; dry goods; St. Cloud Hotel.

Miller & Paine, Lincoln, Neb.; E. J. Roth, cloaks and suits; Hotel Metropole.

Kastor, L., Pine Bluff, Ark.; clothing; Hotel Metropole.

Lieber Bros., Knoxville, Tenn.; E. Lieber, furnishing goods; Hotel Metropole.

Netter, A., Donaldsonville, La.; dry goods; Hotel Vendome.

Levy, S. H., Huntsville, Ala.; dry goods; Hotel Vendome.

Sampliner, A. W. & J., & Co., Cleveland, Ohio; N. Sampliner, woolens; Hoffman House.

Siegel, Hillman & Co., St. Louis, Mo.; M. G. Wiener, house furnishing goods; 531 Broadway; Hoffman House.

Schlesinger & Mayer, Chicago, Ill.; M. Henry, carpets; 877 Broadway; Hoffman House.

Mann, Gruber & Co., Milwaukee, Wis.; F. J. Mann, woolens; Hoffman House.

Friend Brothers Clothing Company, Milwaukee, Wis.; D. H. Friend, woolens; J. Friedberg, tailors' trimmings; 49 Worth Street; Hoffman House.

Feibelman, S. J., Macon, Miss., dry goods; Hotel Vendome.

Loveman, Joseph, & Loeb, Birmingham, Ala.; W. J. Montgomery, carpets and upholstery goods; 51 Leonard Street; Hotel Vendome.

Bing, I. & S., Cincinnati, Ohio; I. Bing, woolens; J. Baer, woolens; 10 White Street; Hotel Vendome.

Loeb, H. & I., Cincinnati, Ohio; I. Loeb, woolens; C. Loeb, woolens; Hotel Vendome.

Stricker, Beitman & Co., Cincinnati, Ohio; I. Stricker, woolens; 49 Worth Street; Hoffman House.

Rothschild, A. M., & Co., Chicago, Ill.; H. Bosch, wall paper; 43 Leonard Street; Hotel Manhattan.

Rothschild, A. M., & Co., Chicago, Ill.; J. G. Morton, hosiery and underwear; 43 Leonard Street; Hotel Marlborough.

Schloss Brothers & Co., Baltimore, Md.; N. Schloss, woolens; Hotel Marlborough.

Levy, D., Canton, Miss., dry goods; Hotel Marlborough.

Kahn, M., Rayne, La., dry goods; Hotel Marlborough.

Ullman, M. M., Natchez, Miss., dry goods; Hotel Marlborough.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

3:30 A. M.—334 East Forty-first Street; owner unknown; damage, $5.

10:30 A. M.—401 Sixth Avenue; Elizabeth Higgins; damage slight.

1:25 P. M.—353 East Fourteenth Street; Vincent Capello; damage, $50.

1:40 P. M.—310 West Fourteenth Street; Sarah Mann; damage, $10.

3:20 P. M.—601 Broadway; Morris & Goldstein; damage slight.

3:50 P. M.—7 Hester Street; Sam Burris; damage, $10.

4:50 P. M.—315 East Fifty-fourth Street; John Smega; no damage.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

	A. M.		P. M.		P. M.
Sun rises	5:03	Sun sets	7:07	Moon rises	10:21

High Water This Day.

	A. M.		A. M.		A. M.
S. Hook	12:17	Gov. Isl'd	12:10	H. Gate	1:59
	P. M.		P. M.		P. M.
S. Hook		Gov. Isl'd	12:51	H. Gate	2:40

Outgoing Steamships.

	Mails Close.	Vessels Sail.
TUESDAY, AUG. 9.		
Lahn, Bremen	7:00 A. M.	10:00 A. M.
Navahoe, Inagua, &c.	1:00 P. M.	3:00 P. M.
Seminole, Charleston		3:00 P. M.
WEDNESDAY, AUG. 10.		
Asti, Rio Janeiro, &c.	11:00 A. M.	1:00 P. M.
Britannic, Queenstown and Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.
Fontabelle, St. Thomas	1:00 P. M.	3:00 P. M.
George W. Clyde, Charleston		3:00 P. M.
Grenada, Grenada, &c.	12:00 M.	2:00 P. M.
Portia, Newfoundland	12:00 M.	2:00 P. M.
Westernland, Southampton and Antwerp	10:00 A. M.	12:00 M.
THURSDAY, AUG. 11.		
Ardandhu, Jamaica	1:00 P. M.	3:00 P. M.
Auguste Victoria, Cherbourg, Southampton, and Hamburg	6:00 A. M.	9:00 A. M.
Edam, Amsterdam	8:00 A. M.	10:00 A. M.
Jason, Belize, &c.	11:00 A. M.	1:00 P. M.
Orinoco, Bermuda	8:00 A. M. *1:30 P. M.	10:00 A. M.
FRIDAY, AUG. 12.		
Colorado, Brunswick, &c.		3:00 P. M.
SATURDAY, AUG. 13.		
Adirondack, Fortune Islands, &c.	10:00 A. M.	12:00 M.
Dorset, Mexican ports	10:00 A. M.	1:00 P. M.
Etruria, Queenstown and Liverpool	6:00 A. M. *9:30 A. M.	11:00 A. M.
Holstein, Haiti, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
La Bretagne, Havre	7:00 A. M.	10:00 A. M.
Laughton, La Guayra, &c.	10:00 A. M. *11:30 A. M.	1:00 P. M.
Spaarndam, Rotterdam	8:00 A. M.	10:00 A. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China, Japan, and Hawaii, per steamship Doric (from San Francisco,) close here daily up to Aug. 7 at 6:30 P. M. Mails for China and Japan, per steamship Victoria, (from Tacoma,) close here daily up to Aug. §15 at 6:30 P. M. Mails for China and Japan (specially addressed only,) per steamship Empress of Japan, (from Vancouver,) close here daily up to Aug. §15 at 6:30 P. M. Mails for Australia, (except West Australia,) New Zealand, Hawaii and Fiji Islands, per steamship Aorangi, (from Vancouver,) close here daily after Aug. 6 and up to Aug. §20 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) AUG. 8.

Georgic, Liverpool, July 29.
Hannah M. Bell, Gibraltar, July 13.
Spaarndam, Rotterdam, July 28.
Thingvalla, Stettin, July 22.

TUESDAY, AUG. 9.

Excelsior, New Orleans, Aug. 3.
Kaiser Wilhelm der Grosse, Bremen, Aug. 3.
Kensington, Antwerp, July 30.
Port Melbourne, Liverpool, July 26.

WEDNESDAY, AUG. 10.

Bremen, Bremen, July 30.
Georgian, London, July 28.
Majestic, Liverpool, Aug. 3.
Salerno, Dundee, July 27.

THURSDAY, AUG. 11.

Caprivi, Rotterdam, July 28.
Jersey City, Swansea, July 28.
Kaiser Wilhelm II., Gibraltar, Aug. 3.
Pretoria, Hamburg, July 31.

FRIDAY, AUG. 12.

Buffalo, Hull, July 30.
Campania, Liverpool, Aug. 6.
Cleopatra, London, July 31.
Thingvalla, Christiansand, July 29.

SATURDAY, AUG. 13.

Bucentaur, Shields, July 30.
Oranje Nassau, Port au Prince, Aug. 7.

Arrived—Sunday, Aug. 7.

SS Bluefields, Catharine, Richmond and West Point, with mdse. to Old Dominion Steamship Co.

SS George W. Clyde, Robinson, Jacksonville Aug. 4 and Charleston 5th, with mdse. and passengers to W. P. Clyde & Co.

SS Miramar, (Br.,) White, Tampico, &c., July 20, with mdse. to W. D. Munson. Arrived at the Bar at 11 P. M. 6th.

SS La Bretagne, (Fr.,) Rupe, Havre July 30, with mdse. and passengers to Compagnie Generale Transatlantique. Arrived at the Bar at 4:30 A. M.

SS El Monte, Parker, New Orleans 5 ds., with mdse. to J. T. Van Sickle.

SS Chattahoochee, Lewis, Savannah Aug. 4, with mdse. and passengers to the Ocean Steamship Co.

SS Richard Grenville, (Br.,) Gill, Hamburg July 22, in ballast to Barber & Co. Arrived at the Bar at 9 A. M.

SS Rotterdam, (Dutch,) Voege, Rotterdam July 25, in ballast to C. H. Randebrock. Arrived at the Bar at 6 P. M.

SS Athara, (Br.,) Collingwood, Hampton Roads Aug. 6, in ballast to Funch, Edye & Co.

SS Jamestown, Boaz, Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS Orinoco, (Br.,) Fraser, Bermuda Aug. 4, with mdse. and passengers to A. E. Outerbridge & Co. Arrived at the Bar at 11:30 A. M.

SS Ardardearg, (Br.,) Kinley, Calcutta, &c., June 13, with mdse. to Norton & Sons. Arrived at the Bar at 11 P. M.

SS Fort Salisbury, (Br.,) Salmon, Liverpool July 25, with mdse. to Sanderson & Son. Arrived at the Bar at 11 A. M.

SS St. Leonards, (Br.,) Pugh, Antwerp July 25, with mdse. to Sanderson & Son. Arrived at the Bar at 4 A. M.

SS Montauk, (Br.,) Townley, Genoa July 20, in ballast to Barber & Co. Arrived at the Bar at 4 A. M.

SS Cacique, (Br.,) Barry, Mollendo, &c., May 22, with mdse. and passengers to W. R. Grace & Co. Arrived at the Bar at 11 P. M. 6th.

SS Laughton, (Br.,) Hodgson, La Guayra, &c., July 25, with mdse. and passengers to Boulton, Bliss & Dallett. Arrived at the Bar at 4 A. M.

WIND—Sandy Hook, N. J., Aug. 7, 9:30 P. M., south, gentle breeze, clear.

Sailed.

SS Darwin, (Br.,) for Mobile.
SS Nasmyth, (Br.,) for Antwerp.
SS Flaxman, (Br.,) for Manchester.
SS El Dorado, for New Orleans.
SS Henry Dumois, (Nor.,) for Jacmel, &c.
SS Colorado, (Br.,) for Hull.

Notice to Mariners.

NEW YORK LOWER BAY—NEW YORK AND NEW JERSEY.

Notice is hereby given by the Lighthouse Board that on Aug. 1, 1898, the submarine mines in the Narrows having been removed, the white safe-channel buoys were discontinued, and the following-named lights were re-established as heretofore: Gedney Channel Electric Buoys, Bayside Range Channel Electric Buoy, Wreck of Alvena Gas Buoy, South Hook Beacon, (front,) Sandy Hook; North Hook Beacon, Sandy Hook; Point Comfort Beacon, (front,) Waackaack, (rear,) Main Channel Range; Southwest Spit Electric Buoy, Chapel Hill Range Cut Electric Buoy, Conover Beacon, (front,) Chapel Hill Beacon, (rear,) Conover and Chapel Hill Range; Old Orchard Shoal, Romer Shoal. (During the erection of a new structure at this station a fixed white lens lantern light is shown from a pole at the same height as the former light, from a white post on the pier.) Elm Tree Beacon, (front,) New Dorp Beacon, (rear,) Swash Channel Range; East Bank Gas Buoys, Nos. 2, 4, and 6, (East Channel;) Coney Island, Fort Tompkins, Princess Bay.

(L. H. B. Notice to Mariners No. 42 of 1898, and Bulletin No. 84, Par. 14.)

This notice affects the "List of Lights and Fog Signals, Atlantic and Gulf Coasts, 1897," Pages 66 to 72, Nos. 322 to 350 and 356, (excepting 331,) and the "List of Beacons and Buoys, Third Lighthouse District, 1897," Pages 100 to 119.

CRANEY ISLAND LIGHT STATION—VIRGINIA.

Notice is hereby given by the Lighthouse Board that on or about Aug. 20, 1898, the characteristic of the light at this station, on the westerly side of the channel of the Elizabeth River, near its mouth, will be changed from fixed white to flashing white every 5 seconds. The order of the light will not be changed.

This notice affects the "List of Lights and Fog Signals, Atlantic and Gulf Coasts, 1897," Page 98, No. 494, and the "List of Beacons and Buoys, Fifth Lighthouse District, 1897," Page 59.

By Cable.

LONDON, Aug. 7.—SS H. H. Meier, (Ger.,) Capt. Steencken, from Bremen for New York, passed Dover to-day.

SS La Gascogne, (Fr.,) Capt. Baudelon, from New York, arr. at Havre at 6 P. M. to-day.

SS Aurania, (Br.,) Capt. McKay, from New York for Liverpool, arr. at Queenstown at 10:49 A. M. to-day.

SS Campania, (Br.,) Capt. Walker, (from Liverpool,) sld. from Queenstown for New York at 3:35 A. M. to-day.

SS Lacroma, (Aust.,) Capt. Pellich, (from Trieste,) sld. from Algiers for New York yesterday.

MERIDEN COMPANY
SILVERSMITHS
208 FIFTH AVENUE
MADISON SQUARE

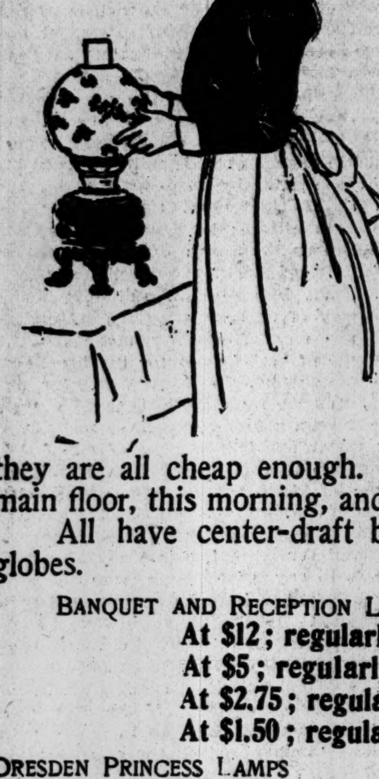
He is a Public Benefactor who provides the people with a pure stimulant
OLD DEARBORN RYE
Bottled in bond, supplies this long-felt want. Sold by all leading dealers. Prescribed by all leading physicians. Write for circular and prices.
W. P. Squibb & Co. Lawrenceburg, Dearborn County, Ind., Distillers

FLINT'S FINE FURNITURE
Special Bargain
FIBRE RUGS.
7.6 x 10.6 ft. $7.75
9 x 12 ft. 9.75
(Former prices $10.00 to $12.50.)
45 West 23d Street.

REED & BARTON,
SILVERSMITHS,
Broadway & 17th St., N. Y.
8 Maiden Lane, N. Y.

The Wanamaker Store

Relating to a Lot of Very Fine
Banquet and Reception Lamps



THE seasons wax and wane through the lamp-maker's business calendar, as regularly as with the man who makes dress stuffs or clothing. Perhaps you have thought that there was no "season" in such an all-the-year-round article as lamps, Had that been so, this lot of lamps would never be here except at about twice the prices for which you can buy them to-day.

It being the fag-end of the lamp-maker's season, several of them found themselves embarrassed with riches in the shape of their own finest goods, undisposed of. We relieved them of their goods and their embarrassment. Now we turn to you.

In the finest goods, it's a half-price story, as you will note. Some are only a third off, but they are all cheap enough. They are in the 10th Street aisle, main floor, this morning, and they may last two days.

All have center-draft burners, and all are complete with globes.

BANQUET AND RECEPTION LAMPS

At $12; regularly $18, $22.50 and $25.
At $5; regularly $10 and $12.
At $2.75; regularly $4 and $7.
At $1.50; regularly $2.50 and $3.

DRESDEN PRINCESS LAMPS
At 50c. each—Were $1.
NIGHT LAMPS
At 25c. each—Regularly 35c. and 50c.

PRINCESS GLOBES
At 25c. each—Were 35c. and 50c.
LAMP GLOBES
At $1 each—400 handsome Banquet Lamp Globes; size, 9 and 10 in.

The Last of the Cotton Dress Goods FULL time for you to wear them out, to say nothing of anticipating next season's demands. But with us, their time has come. Therefore:—

- At 5½c. yd., reduced from 12½c.—Fine printed Lawns, in dainty floral printing on white and tinted grounds.
- At 6¼c. yd., from 12½c.—Printed Dimities, printed figured Swisses.
- At 7c. yd., regular 12½c. quality—Printed Lawns in favorite designs of polka dots and stripes.
- At 10c. yd., reduced from 25c.—Printed Organdies, in choice floral and conventional printing on white ground.
- At 10c. yd., from 18c.—Printed cotton Crinkle, in floral designs on tinted grounds.
- At 16c. yd., from 25c.—Printed Organdies; handsome floral designs printed on white grounds.
- At 18c. yd., from 45c.—French printed Plumetis; floral printing on tinted grounds.
- At 18c. yd., from 35c.—French printed Grenadine Carreaux and Raye, in conventional designs on dark grounds.
- At 18c. yd., from 65c.—French printed Piques; printing on white and black grounds
- At 25c. yd., from 40c.—French printed Organdie Carreaux; handsome floral printing on tinted rounds.
- At 25c. yd., from 40c.—Fancy bordered Scotch Ginghams.

Fourth avenue.

A Sale of Boys' Shirts WE have been doing some rather startling things in the selling of men's shirts. Now we "give the boys a chance."

We have put about 150 dozen shirts for boys on tables in the Furnishing Store aisles. arranged for quick choosing. It will be very quick choosing, too. Prices are about half.

- 25 dozen Negligee Shirts, at 35c.
- 40 dozen Laundered Shirts, with attached collars and cuffs, at 50c.
- 20 dozen Flannel Shirts, at 50c.
- 60 dozen White Bodied Shirts, with madras bosoms, at 50c.

Men's Furnishing Store, Ninth Street.

News of Fine Napery TABLE linen news comes never amiss nor out of season, nor to indifferent ears when we talk to home-makers of our class of goods.

All-the-world's linens are here, and here straight from the far corners where they left the looms. Scotch, Irish and German makes predominate of course. Here is talk of some of those, and an illustration of how cheap the best goods may be when the buying, importing and retailing is all done by one house.

- At 65c. yd—Bleached Irish table linen, 67 in.
- At $1 yd—Bleached Scotch table linen, 72 in.
- At $1.75 doz.—Bleached Scotch napkins, 20x20 in.
- At $2.25 doz.—Bleached German napkins, 22x22 in.
- At $1.50 doz.—Pure white doylies, overcast edges, 15x15 in.
- At 20c. each—Bleached hemmed towels, 19x37 in.
- At 25c. each—Hemstitched huckaback towels, 20x39 in.

Fourth avenue.

Parlor Suits. THE August Sale of Furniture is something more than a mere offering of aggregated bargains. It is a matter not only of economies, but economics.

This movement is keeping wheels going that would otherwise be at rest for the Summer. It is keeping a thousand names on factory pay-rolls that would otherwise be on the rolls of the unemployed. It is filling market baskets, paying rents, buying clothes.

The expenditure of close to a half-million dollars at a time when things in furniture are dull to deadness, means something more than merely giving you bargains. But, after all, that may interest you most. So here is that end of the matter as applied to the item of Parlor Suits. We show 125 styles and at no more than the cost of wood and wages.

- At $12—Three pieces; sofa, arm and side chair; imitation mahogany frames; backs inlaid wilh fancy wood marqueterie; upholstered spring seats covered in embroidered velvet or silk damask. Only a limited number of these.
- At $15—Two pieces; sofa and arm chair; backs inlaid with fancy wood marqueterie; upholstered spring seats covered in silk damask.
- At $40—Three pieces; sofa, arm and side chair; mahogany finished frames; upholstered in green velvet with fancy embroidered backs.
- At $55—Five pieces; sofa, two arm chairs and two reception chairs; mahogany frames inlaid with fancy wood lines; upholstered spring seats covered in silk velour; tufted backs.
- At $60—Three pieces; sofa, arm and side chair; imitation mahogany inlaid frames; upholstered spring seats covered in assorted silk damasks; tufted backs.
- At $72—Five pieces; sofa, tete-a-tete, reception chair, arm chair and rocking chair; mahogany finished frames; upholstered spring seats, covered backs; side arms in assorted silk damasks.
- At $75—Five pieces; sofa, tete-a-tete, two reception and one arm chair; imitation mahogany frames inlaid with fancy wood lines; upholstered seats; backs covered in green Jasper velvet.

Fourth floor.

Children's Coats and Dresses; Short and Sharp THERE are not very many, they are exceedingly pretty, and they are cheap beyond precedent. Consequently we hold them until 9.30 this morning to give you all a fair chance; then, first come, first served, and it'll all be over by noon.

Only one garment of a kind. The former prices will give you a good idea of what classes they represent. The reduction is on account of their being somewhat tossed and tumbled about, and some are a little soiled.

PIQUE COATS AND REEFERS
At $1; formerly $3 and $4.
At $2; formerly $4 and $5.
At $5; formerly $10 and $15.
WHITE DRESSES—For ages 2 to 6 years.
At $1; formerly $2 and $2.50.
At $2; formerly $3.50 and $4.
At $3; formerly $5 and $6.

Second floor, Fourth avenue.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

The American Turf.

Turfmen and lovers of the thoroughbred horse will be interested in a publication called The American Turf, just issued from the press of the Historical Company, 189 Broadway, which does for the thoroughbred horse what Mr. Wallace's publications have done for the light harness horse—traces their history from the beginning of racing in America down to the present time. It is an entire novelty in horse literature, and is very complete and accurate in its historical features, which have evidently been prepared after careful research. It is very like a romance to follow the development of racing in America through its pages, which are profusely illustrated with half-tones, many of which are admirable in execution. There are sketches of most of the prominent owners, trainers, and jockeys of the present time, many of these accompanied with photographs. The volume is an imperial octavo of about 500 pages, handsome typographically, and appropriately bound in stamped and decorated pigskin. It is elaborate, artistic, and a useful as well as ornamental handbook for racing men.

Political Announcement.

We shall not be a candidate for Congress this Fall: but we desire to call particular attention to the fact that the word "this" should be emphasized.—Kingfisher (Oklahoma) Boomer.

Brighton Beach Entries.

FIRST RACE.—For three-year-olds and upward; selling. One mile and a sixteenth.

	Pounds.		Pounds.
Rotterdam	108	Squire Abingdon	95
Tanis	108	Songster	92
Brighton	108	Longacre	90
Gun Metal	101		

SECOND RACE.—For maiden two-year-old fillies. Six furlongs.

Gaze	105	Crown	105
Avoca	105	Requita	105
Candlestick	105	Gadfly	105
Claroba	105	Seraphic	105
Florence Breck'ridge	105	Klondyke Queen	105

THIRD RACE.—For three-year-olds and upward; selling. Six furlongs.

Salaire	106	Bonnie Gem	97
Sinalva	106	Eminence	97
Cooser	106	Mrs. Trumbridge	97
La Ruse	101	Fenella	92

FOURTH RACE.—For three-year-olds and upward. One mile and an eighth.

Free Lance	126	Brighton	122
Latson	123	Continental	121

FIFTH RACE.—For two-year-olds. Five furlongs.

Frohsenn	126	Tender	107
Cormorant	117	Country Dance	100
Federal	111	Lepida	98
Sombre	112	Ineenamara	95

SIXTH RACE.—For three-year-olds and upward; selling. One mile.

Hanwell	120	Ten Spot	108
Eln	111	Jefferson	103
Fred K.	111	Tantrus	101
Master James	111	Wauwego	101
Fred Winston	108	Grace Gilmer	[illegible]

OUR IMPORTS AND EXPORTS

Year's Trade of the Various Ports Compared with That of Preceding Years.

RIVALRY AMONG COAST CITIES

Bureau of Statistics Report Shows How Grain Exports Are Being Diverted South from Boston and New York.

WASHINGTON, Aug. 7.—Representatives of the great ports of the United States will be interested in some figures which the Bureau of Statistics of the Treasury Department has just compiled regarding the import and export trade of the various ports of the country and comparing the year's business with that of preceding years.

The rivalry among the coast cities for the honor and profit of handling a satisfactory proportion of the foreign commerce has been unusually sharp in the past year or two. The rapid growth of the carrying trade along the chain of great lakes and thence by canal or rail to the coast, the sharp competition and reduced rates by rail from the great grain fields of the West to the South Atlantic ports, and the increased rail and water facilities of transportation between the Upper Mississippi Valley and the Gulf ports, together with improved harbor facilities at various points, have produced material changes in the drift of the great bulk of the grain and provision product of the country which goes to Europe; while our increased commerce with Asia and Oceanica has materially and advantageously affected the business of the ports on the Pacific Coast.

These facts, together with the claims that certain ports enjoy special advantages in railway rates and terminal facilities, have made the interest in the comparative business of the various ports unusually great.

Business of Atlantic Ports.

A comparison of the figures covering the exports and imports of the various ports during the fiscal year with those of preceding years presents some interesting and suggestive facts bearing on this subject. They show that the Atlantic ports, considered as an entire group retained, when compared with the preceding year, their normal proportion of the exports of the year, but lost in imports, the total increase in exportation from these ports being 17.61 per cent., while the total increase in exportation from the entire country was 17.3 per cent.; the total importations of the Atlantic ports, however, fell 21.4 per cent., while the total importations into the country decreased but 19.3 per cent.

The Gulf ports did not, as a whole, maintain the rate of increase which the country at large made in exports, their percentage of gain being but 8.6 per cent., while their loss in imports was still greater, being 29.9 per cent.

The Pacific ports made the most satisfactory record of any group, their gain in exports being 25.7 per cent., while they actually gained in imports 16.3 per cent.

The Northern border ports made the largest percentage of gain in exportations, their total for the year being 27.3 per cent. greater than that of the preceding year, while in importations they lost 21.1 per cent.

New York's Decreasing Exports.

Taking up the ports individually, however, and considering their percentage of the total commerce during a longer term of years, the contrasts and comparisons increase in interest.

Beginning with the Port of New York, it is found that she handled only 45.9 per cent. of the foreign commerce of the country, against 52.5 per cent. in 1890, 52.2 per cent. in 1893, 51.4 per cent. in 1896, and 48 per cent. in 1897. The loss is altogether in exportations, having been in 1898 but 36.1 per cent. of the total exportations of the country, against 37.2 per cent. in 1897, 40.1 per cent. in 1896, and 41.3 per cent. in 1894, while her importations in 1898 were 65.3 per cent. of the total imports of the country, against 64.1 per cent. in 1896 and 68.4 per cent. in 1894.

Boston did not make a satisfactory record either in her imports or exports during the year just ended. Her importations were only 8.3 per cent. of the total imports of the country, against 11.8 per cent. in 1897, 10.1 per cent. in 1896, 9.1 per cent. in 1895, 9.1 per cent. in 1893, and 8.4 per cent. in 1891. Her exportations were in 1898 only 9.5 per cent. of the total, against 10.8 per cent. in 1896, 10.5 per cent. in 1895, and 10.08 per cent. in 1893. Taking the total imports and exports of the country, Boston had in 1898 but 9.1 per cent. of the total, against 10.5 per cent. in 1896 and 1897, 9.9 per cent. in 1895, and 9.6 per cent. in 1893.

Philadelphia's percentage of the total foreign commerce of the year was not altogether satisfactory when compared with that of preceding years. Her importations were 5.1 per cent. of the total imports into the country, while in 1897 they were 6.2 per cent., in 1895 6.6 per cent., in 1894 8.2 per cent., and in 1893 7.6 per cent. Her exportations were 4.5 per cent., against 4.5 per cent. in 1897, 4.4 per cent. in 1896, 4.3 per cent. in 1895, 5.8 per cent. in 1893, and 5.6 per cent. in 1892, her percentage of the total imports and exports being in 1898 4.7 per cent., in 1897 5.2 per cent., in 1896 5.02 per cent., in 1895 5.4 per cent., in 1894 6.09 per cent., in 1893 6.74 per cent., and in 1892 6.38 per cent.

Baltimore Exports Increase.

Baltimore made material gains in her exports, though in imports there was a slight loss in her percentage of the total importations into the country. Her percentage of the total exports of the country was in 1898 9.6 per cent., in 1897 8.1 per cent., in 1896 7.5 per cent., in 1895 7.6 per cent., in 1894 8.7 per cent., and in 1890 8.7 per cent. Her importations in 1898 were 1.2 per cent. of the total imports into the country, in 1897 1.4 per cent., in 1896 1.7 per cent., in 1895 1.6 per cent., in 1893 and in 1894 1.8 per cent., and in 1891 2.4 per cent. Her share of the total foreign commerce of the country was in 1898 6.9 per cent., in 1897 5.3 per cent., in 1895 and in 1896 4.8 per cent., in 1894 5.8 per cent., and in 1890 5.2 per cent.

Newport News shows a rapid gain in her exports, which in 1898 were 2.4 per cent. of the total of the country, against 2.1 per cent. in 1897, 1.6 per cent. in 1894, 1895, and 1896, and a little less than 1 per cent. in 1893. Her imports have also increased materially, being in 1898 more than three times those of 1894, the total, however, forming less than 1 per cent. of the total imports into the country, while her share of the total imports and exports of the country was in 1898 1.7 per cent., in 1897 1.2 per cent., whereas prior to that time they formed less than 1 per cent. of the total.

The Gulf Ports.

The Gulf ports increased their exportations materially, especially in wheat and wheat flour, though in corn there was a heavy decrease. Galveston increased her exports over those of last year 17.6 per cent., while of those New Orleans increased 11 per cent. In imports Galveston made a marked increase, those of 1898 being 49.7 per cent. greater than those of 1897, while New Orleans lost materially in her imports, which in 1898 were 41.9 per cent. less than in 1897. The imports at New Orleans in 1898 amounted to 1.57 per cent. of the total imports into the country, against 2.17 per cent. in 1897, 2.76 per cent. in 1894, and 2.41 per cent. in 1891, while the exports were 9.15 per cent. of the total of the country in 1898, against 9.66 per cent. in 1897, 9.18 per cent. in 1893, 12.74 per cent. in 1892, and 12.69 per cent. in 1890. Galveston's share of the total exportations of the country in 1898 was 5.56 per cent., against 5.54 per cent. in 1897, 4.12 per cent. in 1896, 3.93 per cent. in 1894, 3.43 per cent. in 1892, and 2.88 per cent. in 1890.

Pacific Coast ports, as already indicated, show a gain both in imports and exports. San Francisco exported in 1898 3.34 per cent. of the total exports of the country, against 3.08 per cent. in 1895, 2.79 per cent. in 1894, 3.96 per cent. in 1892, and 4.24 per cent. in 1890. Her percentage of the imports was in 1898 6.98 per cent., in 1897 4.50 per cent., in 1895 4.95 per cent., and in 1890 6.18 per cent. The Puget Sound customs district gained materially in her share of the commerce of the country, her exports in 1898 being 1.45 per cent. of the total, against 1.13 per cent. in 1897, .78 per cent. in 1896, .55 per cent. in 1893, and .30 per cent. in 1890, while the imports of the year, although slightly less than those of 1897, were much greater than those of any prior year.

Grain Trade Going South.

Taking up the leading articles of our exports, such as wheat, corn, flour, &c., it is found that the North Atlantic ports have lost materially in their proportion of the export trade, while their loss becomes the gain of ports further South. New York, which in 1893 handled 33.7 per cent. of the wheat exported, handled but 24.9 per cent. of the wheat exported in 1898; her percentage of the corn export of 1893 was 26.7 per cent. and in 1898 but 20.3 per cent.; her percentage of the flour export, which in 1893 was 36.2 per cent., fell to 32.3 per cent. in 1898, while her percentage of the exportation of oats, which in 1893 was 83.3 per cent., fell to 58.2 per cent. in 1898. Boston exported in 1898 less than 6 per cent. of the wheat crop, against over 14 per cent. in 1897, and but 5.5 per cent. of the corn exports, against over 10 per cent. in 1894.

This loss of grain exports by New York and Boston became the gain of Baltimore, Newport News, New Orleans, Galveston, and certain of the Northern border ports. Baltimore handled in 1898 14.7 per cent. of the wheat exportations, against 8.1 per cent. in 1897; Newport News increased from less than 1 per cent. in 1896 to over 2 per cent. in 1898; New Orleans increased from less than 4 per cent. in 1897 to over 11 per cent. in 1898, and Galveston increased from 4.5 per cent. in 1897, to over 7 per cent. in 1898. In corn exports, however, New Orleans and Galveston lost, New Orleans dropping from 17.2 per cent. of the total corn exports of 1897 to 11.1 per cent. in 1898, while Galveston dropped from 3.4 per cent. in 1897 to 2.3 per cent. in 1898.

OARSMEN OUT IN FORCE.

Many of the Harlem River Men Preparing for Regattas to Come—A Consolidation Rumor.

Harlem River oarsmen were unusually active yesterday for this season of the year, and from early till late the river was dotted with racing and pleasure craft. It was ideal weather for boating, and with one or two exceptions every club on the river made up barge parties and took pleasure trips to College Point, which is fast becoming what High Bridge was once famous for—a general gathering place for the dissemination of the latest news and gossip concerning rowing interests.

Among the first of the barge crews on the water yesterday was a four from the Nassau Boat Club, manned by F. Smith, No. 1; R. B. McCrodden, No. 2; A. La Gost, No. 3; E. S. Paret, ex-Captain of the Pennsylvania Barge Club, stroke, and E. Smith, coxswain. They led the way to the Point, and were followed by eights from the Dauntless Rowing Club and the Nonpareil Boat Club.

The Wyanoke Boat Club's eight-oared barge was launched about noon and manned by a crew composed of Benson, bow; Buckley, No. 2; Capt. Deane, No. 3; Sickel, No. 4; Fellman, No. 5; McGuire, No. 6; McKeever, No. 7; Oppenheimer, stroke, and Fiber, coxswain. They also made a trip to College Point, and after dinner enjoyed a game of ball.

At the Metropolitan Rowing Club's house there was plenty of rowing activity during the morning, but during the afternoon about a dozen members became interested in a game of water polo, and as a consequence very litle rowing was done.

Capt. Binzen is very desirous of having the Metropolitans represented in the junior eight-oared shell event of the Middle States regatta, and hopes to have a crew in training by the 15th of the month. He had eight men on the water yesterday, with a view to testing their qualities.

The Harlem Rowing Club was well represented on the water throughout the day. During the morning the club's senior eight, which is in training for the Middle States, took its regular five-mile practice spin, and during the afternoon the senior four-oared shell crew made its appearance. A change has been made in this crew, and the men are now rowing in the following positions: Amman, bow; Davis, No. 2; Kemp, No. 3; and Mahr, stroke. The clean, quick stroke by the crew attracted much attention on the river, and it seems to be the general opinion that if the men do not win the senior shell event at the Middle States, they will be a very close second. Another likely winner from the Harlems is a senior double composed of Dolan and Kemp.

The Union Boat Club's junior eight, which rowed at the National regatta, was on the water yesterday, training hard for the Middle States regatta. Their work shows much improvement.

The First Bohemian Boat Club's senior eight-oared shell crew, which will row in the Middle States, launched its boat twice yesterday and took long practice spins. The men will begin regular training to-day. With two exceptions, the crew is composed of the same men who rowed a very close race on the Harlem River Decoration Day against the Weld Boat Club crew.

The club's senior four-oared shell crew will also start training to-day. The crew will be on the water five mornings each week before 6 o'clock.

Of the bits of gossip going the rounds yesterday was the story that an effort was being made to consolidate the Harlem Rowing Club, a split from the Metropolitans, and the Union Boat Club. Color is given this story by the fact that there are many members in the Harlem Rowing Club who belong to the Union and that a consolidation would be a great benefit to the Harlems, whose financial condition is not as good as it might be.

Max Hirsch of the Wyanoke Boat Club is training every day for the junior single shell event of the Middle States. He was defeated at the Decoration Day regatta, but has plenty of pluck and is having a new shell built by Davis.

The mileage list of members of the Nassau Boat Club, showing the number of miles rowed by members from the opening of the season up to Aug. 1, has just been placed on the boathouse bulletin. The following names head the list: Blunt, 531; Mackey, 321; Smith, 238; Fraser, 215; Horstman, 148; McCrodden, 139; J. D. Thiess, 129; Stephens, 126; Carr, 116; Dr. Davis, 107½.

Philadelphia will be well represented in the Middle States regatta if all the promises made are fulfilled. The Pennsylvania Barge Club alone is counting on six or eight entries, including the junior eight, which was beaten by the Fairmounts at the National regatta.

None of the Harlem River clubs will be represented in the annual regatta of the Canadian Association of Amateur Oarsmen to be held on Toronto Bay Aug. 8 and 9.

The annual regatta of the Northwestern Association of Amateur Oarsmen will follow, Aug. 10 and 11, so that four days of excellent racing are promised. The entries in both regattas are practically the same.

CRICKET CHAMPIONSHIP.

Manhattan Drops to Fourth Place—N. J. A. C. Team B Moves Up.

The long-existing tie between the Staten Island and Manhattan Cricket Clubs for second place in the contest for the championship of New York has at last been broken, but the game which produced this was also responsible for another tie, for the New Jersey Athletic Club, Team B, is now tied for second place, while the Manhattans go down to fourth.

In the individual records the only notable change of the week was the reduction in the average of G. A. Gittens, who now goes down to seventh place, while H. E. Jackson advances to sixth. R. E. Bonner and M. R. Bonner still lead, with 41.66 and 37.66, respectively. The club records:

	Played.	Won.	Lost.	Dr'n.	P. C.
N. J. A. C., Team A	8	6	0	2	1.000
Staten Island	6	2	2	2	.500
N. J. A. C., Team B	7	2	2	3	.500
Manhattan	8	3	4	1	.428
Roseville	5	1	3	1	.250
New York	6	1	4	1	.200

McDuffie Wins the Race.

PHILADELPHIA, Aug. 7.—The twenty-five-mile paced race between Eddie McDuffie and Jimmy Michael, which was ridden yesterday at Willow Grove bicycle track, was awarded to-night to McDuffie by Referee Uhler. Michael led at the end of the twenty-five miles, but the referee withheld his decision, McDuffie's manager having lodged a protest at the end of the third mile that Michael had more pacemakers than were specified in the contract. The contract called for thirty-two pacemakers to a side, and after an investigation it was found that Michael had thirty-nine.

Cincinnati, 4; Baltimore, 1.

CINCINNATI, Aug. 7.—The Baltimores were unable to bat Damman at opportune times to-day and the home team won an exciting game. Score:

Cincinnati	2	0	0	0	0	0	2	0	..	—4
Baltimore	1	0	0	0	0	0	0	0	0	—1

Earned runs—Cincinnati, 2. Base hits—Cincinnati, 8; Baltimore, 8. Errors—Cincinnati, 2; Baltimore, 3. Batteries—Cincinnati, Damman and Peitz; Baltimore, Nops and Robinson. Umpire—Mr. Gaffney. Assistant Umpire—Mr. Brown. Attendance—12,400.

ALL WANT THE YACHT RACE

There Is No Doubt as to the Acceptance of Sir Thomas Lipton's Challenge.

REPLY EXPECTED THIS WEEK

Everybody Believes that It Will Be a Harmonious Rivalry Between the Yachtsmen at Interest—Will Entertain the Challengers.

LONDON, Aug. 7.—Secretary H. C. Kelly of the Royal Ulster Yacht Club does not expect an answer to the communications to the New York Yacht Club relative to the arrangement of races for the America's Cup much before the end of the week. He realizes that a council of the New York Yacht Club must be summoned to discuss the matter, and while he earnestly hopes for an acceptance he recognizes that the New York Club has difficulties to surmount owing to the members being scattered on account of the war with Spain and for other reasons.

Yesterday's cable dispatch was simply a notification that the Royal Ulster Club would do itself the honor to challenge for the cup if agreeable to the New York Yacht Club. All connected with the challenge show the keenest interest, and Mr. Kelly says will allow nothing to debar them from competing for the coveted trophy except definite refusal on the part of the New York Yacht Club.

There is every disposition to meet the wishes of the New York Yacht Club, and in the event of the latter finding difficulties in arranging for a race in 1899, owing to possible disorganization caused by the Spanish-American war, the challengers will ask that the matter be postponed for a year and that no other challenge be accepted.

It seems, however, from preliminary inquiries as to whether a challenge would be agreeable that one would be cordially welcomed, and Harland & Wolff are preparing a building slip.

The delegation from the Royal Ulster Yacht Club which will sail for New York on Aug. 24. consists of Secretary H. C. Kelly, Vice Commodore Major R. G. Sharman-Crawford, and Mr. H. M. McGildowny.

It is learned that the real animus of the carping comment and misstatements of The Field in its last issue are due to the fact that Sir Thomas Lipton forestalled another challenge which was contemplated by certain yachtsmen, backed by a millionaire, probably Sir George Newnes.

The Daily Chronicle publishes this morning an interview with Sir Thomas Lipton, in the course of which he said:

"In the past there has been a tendency to underrate the smartness of the American yachtsmen and yachts. I do not intend to repeat that mistake. Everything will be done that money and brains can do.

"I say this in no boasting spirit, but rather as a tribute to the calibre of the men whom we are going to meet on the other side. I cannot divulge the plans, because that would enlighten competitiors, but I may say that my yacht will be made in a style in which no yacht was ever made before. I do not intend to be beaten."

None of the officers of the New York Yacht Club was at the Madison Avenue house yesterday afternoon, but it was learned that a communication had been received from the Royal Ulster Club, and a special meeting will be called at an early date in order to arrange for the reception of Secretary Kelly and his associates when they arrive with the formal challenge.

Work will be begun shortly on the design of the new ninety-footer now in the hands of the Herreshoff Company, and it was rumored that C. Oliver Iselin would journey to Bristol in order to see Designer Herreshoff in reference to the matter within the current week.

That the New York Club will accept Sir Thomas's challenge is unquestioned, as the greater number of prominent members have already expressed themselves as desiring another series of races.

It also argues favorably for the acceptance of the defi that the Royal Yacht Squadron has nothing to do with the challenge, for, according to a well-known member of the club who appears to be thoroughly posted on the subject, the yacht squadron is practically controlled by friends of the Earl of Dunraven who, it is thought, would do nothing but throw obstacles in the way of another international series. It was also stated that Sir Thomas was not a member of the Yacht Squadron, and there was no excuse for that organization meddling in the matter at all.

A new America's Cup Committee will be appointed by Commodore Morgan as soon as the formal challenge is received, and although the Commodore will not make any statement on the subject, ex-Commodore James D. Smith, who has served as Chairman of the committee on former occasions, will doubtless be Chairman again. It is also rumored that Edward M. Brown, another ex-Commodore of the club, will be appointed as one of his associates.

The designer of the challenger, Will Fife of Fairlie, is considered by many yachtsmen in this country as the superior of George L. Watson, and his new craft is regarded as a more dangerous opponent than anything that the designer of the Valkyrie III. is able to evolve. A peculiar feature is, however, that the Shamrock will be built in a yard in which up to the present time no yacht has even been constructed. Harland & Wolff is the largest shipbuilding firm in Ireland, and one of the most extensive in the world. Heretofore their principal work has been the construction of large passenger and merchant vessels. They are the builders of every one of the liners in the White Star fleet, and at present have a force of men working on that company's new ship, Oceanic, which, it is predicted, will be the largest and most speedy passenger ship in the world.

With the facilities that such a well-equipped yard can bring to bear, there is little doubt that the Shamrock will follow exactly the lines laid down by her designer, and her construction will be mechanically perfect.

ATLANTIC YACHT CLUB RACES.

The Committee Announces Special Regattas to be Held Aug. 20 and 27—Additional Races.

With the end of the war practically in sight, the Atlantic Yacht Club, in addition to its cruise, which begins on Friday, announces through its Regatta Committee, consisting of Col. David E. Austen, George W. McNulty, and Henry C. Barnet, a programme of yacht racing of more interest than anything that has as yet been attempted since war was declared. The schedule begins with a series of special regattas to be held on Aug. 20 and 27 for the following classes:

Class J, Series A, and each class under Series B and C of Racing Rule I, (each class separately;) special knockabout classes, special 30-foot class, dory class, canoe class. Special classes will be formed for any boats of any type where three or more entries are made. If only one boat enters for a particular class she will race with the class above, with time allowance based on the mean racing length of that class.

Valuable prizes will be awarded as follows:

A prize of $20 in cash to the winning yacht in each class and a second prize of $10 will be given in a class where three or more boats start; a third prize of $5 where five or more boats start. No walkover prizes will be given.

In addition to the above, the special regatta for the cups presented by ex-Rear Commodore J. Herbert Ballantine will be sailed on Sept. 3, open to all yachts enrolled in any recognized yacht or canoe club. Competitors for these cups will be divided into nine classes, as follows:

Special 30-foot class, as Group I.; Class J, Series A, and Classes K and L, Series B, as Group II.; Classes M and N, Series B, and Classes P and Q, Series C, as Group III.; Classes S, T, V, mainsail yachts, as Group IV.; knockabout classes, as Group V.; canoe classes, as Group VI.; dory class, as Group VII. Special prizes will be awarded for any special classes which may be entered and not enumerated above. If only one boat enters for a particular class she will race with the class above, with time allowance based on the mean racing length of that class.

These prizes, which are unusually ornate and artistic, comprise: Tankard, valued at $100, to the special 30-foot class, Group I.; vase, valued at $75, to the winning boat of Group II.; loving cup, valued at $75, to the winning boat of Group III.; pitcher, valued at $60, to the winning boat of Group IV.; loving cup, valued at $50, to the knockabout, Group V.; cup, valued at $25, to the canoe, Group VI.; cup, valued at $25, to the dory, Group VII. A second cash prize of $15 will be given in a group where three boats start, and a third prize of $10 where five or more boats start.

It has been decided, in addition to these races, to have a special regatta on Labor Day for the Adams Cups, valued as follows: $150 for special 30-foot class, $150 for sloops, $100 for mainsail yachts, $100 for knockabouts, $25 for canoes, $25 for dories.

The committee will also hold a race for all working boats on the morning of Sept. 5, with prize of $50 to the first schooner and the same to the first sloop, with second prizes of $20 and third prizes of $10.

If the entries for the races of Aug. 20 and 27 and Sept. 3 and 5 are sufficient in number to warrant it, races will be held on Sept. 10 and also on Sept. 17, the latter for the Moore Cups, which are of the same value and will be for the same classes as for the races to be held on Sept. 3 for the Ballantine Cups. The cups for the season of 1898 are on exhibition at the salesroom of the manufacturer, Theodore B. Starr, 206 Fifth Avenue.

YACHTING ON THE SOUND.

The Williamsburg Club Regatta Held Off North Beach.

The Williamsburg Yacht Club sailed its annual championship pennant races for sloops of the fleet yesterday afternoon off the clubhouse, at North Beach. The judges were ex-Commodore Charde and John Lawes, Sr. The movements of the boats interested several thousand spectators.

In Class A, for cabin sloops under thirty-five feet, the entries were the Bel Ami, owned by D. Noble; Katie Louise, H. Roth; Progress, Louis Rave, and Reliance, H. Schultz. The Progress and Reliance were the only starters. The latter lost her centreboard when about to cross the starting line, and after a half hour's search it could not be found. This gave the Progress a walkover.

Only two boats competed in Class B for cabin sloops under thirty-one feet. They were the Sinner, owned by William Kelbs, and the Rosa, the property of R. Perinot. Notwithstanding that the Rosa lost her topmast when rounding the College Point buoy on the first leg with free sheets, she gave the Sinner a good tussle, and the latter had only a slight margin in her favor on corrected time.

Four boats tried conclusions in Class C for cabin sloops under 26 feet. They were the Cambrina, owned by Messrs. N. J. Rawlinson and P. Henning; Pastime, J. Schuessler; Jessica, F. W. Smedley, and Rover, G. Schwartz. The Cambrina lost her centreboard in the early part of the race, but soon regained it, and proved an easy winner over the Pastime. The other two boats were almost distanced and withdrew toward the close.

The competing craft were sent away to a one-gun start at 2:36 o'clock. They crossed the line in a bunch with the exception of the Reliance. A brisk northwesterly wind prevailed, which held throughout the race. The course was triangular and sailed twice over, making ten nautical miles. The sailing methods pursued by the skipper and crew aboard each boat were three sheets up on the first leg to the College Point buoy, loose sheets down on the second leg to Hunt's Point Dock, and a beat to windward on the run to the clubhouse.

YACHTING NOTES.

A lawn fête, accompanied by a series of water sports, will be given under the auspices of the Larchmont Yacht Club at its grounds on Thursday afternoon, the entire proceeds to be handed to Auxiliary No. 22, the local Larchmont Branch of the Red Cross Society. The programme will be varied, and the water sports, which will be under the immediate supervision of Frank G. Fullgraff, include the following: Yacht race for half-raters, 100 and 200 yards swimming races for boys under twenty years of age, swimming race, 100 yards, for boys under sixteen years of age; water baseball, tub races, riding the "Matanzas mule," and other burlesque sports.

⁂

The Flushing Bay Yacht Club opened its new shorehouse on Saturday afternoon at North Beach. The organization is a new one. It was an offshoot from the Williamsburg Yacht Club, and met for the first time about five months ago. The members have in that short time acquired a city clubhouse on Manhattan Avenue, Williamsburg, and built the shorehouse that was opened yesterday with a liberal display of gay bunting and a salute of thirteen guns. The new house is a commodious structure, with a goodly number of lockers, arranged for the convenience of the members. The club will shortly be incorporated with the following officers: Commodore—L. W. Rice; Vice Commodore—A. Protzman; Rear Commodore—W. G. Ewing; Secretary—W. H. Schleicher; Treasurer—Adolph Kling; Measurer—Samuel Silliman; Board of Trustees—J. McKenzie, J. Lawes, Thomas Airy, Henry Schneider, and John McAllister; Regatta Committee—Henry Schneider, W. E. Erdley, and J. Flanders. The club fleet includes the following yachts: cabin sloops Fawn, Pirate, Irident, Olympia, Le Roy, Jessica, May, Spray, and Alma, the cabin cats Senator, Iolienne, and Henrietta, and the open cat Rob Roy.

⁂

Lewis E. Fennell's sloop yacht Mab of the Stamford Yacht Club has been thoroughly overhauled at Abram's yard, Cold Spring Harbor, and her owner will shortly begin a cruise to the eastward in her.

⁂

Capt. I. J. Merritt, President of the Merritt & Chapman Wrecking Company, will start on a cruise up the coast of Maine this week on his new steam yacht Carrie. His guests will be John J. Delaney of College Point, Dr. Bleecker of Whitestone, and R. A. Hammond of Buffalo. The voyage will extend over a month, and the yacht will touch at Newport, Portland, Bar Harbor, and Eastport.

⁂

More than sixty pleasure vessels, on board of which were merry parties, assembled off the big hotel at Centre Moriches on Saturday to witness a "ladies' race." Three twenty-foot catboats were the contestants, each of which was handled by a woman, with a man on board to tend sheet. He was not, however, permitted to touch the tiller. A fresh southwest wind rippled the waters of the bay, and the feminine sailors received hearty plaudits for the skill they displayed in handling their craft. The Outing, sailed by Miss Hattie Sprague, was an easy winner, carrying off the prize from the Laurette, sailed by Miss Fay, Miss Sadie Heywood, in the Genii, won the consolation prize.

⁂

Former Commodore John Dennin of the Pavonia Yacht Club of Jersey City has sold his yacht, the Vesper, and is searching for a larger and more commodious craft. Mr. Dennin is an enthusiastic yachtsman, and every moment he can spare from his law practice he devotes to pleasure trips on the water.

Baseball Notes.

The Cleveland team is fast coming to the front, and at the present time has an excellent chance to win the pennant. Since the team has been playing games in Philadelphia it has made remarkable progress and is now tied with the Bostons for second place. The latter have done poorly for champions during the past two weeks, owing to injuries to several of their best players. They were uncomfortably close to the leaders two weeks ago, but the team in its weakened condition began to fall back. The Bostons, however, are good finishers, and the Boston "rooters" have not given up hope of winning the pennant.

⁂

Manager Selee is distressed over the condition of Hamilton. It is rumored that the popular player will have a stiff knee for the rest of his life, which will naturally make him useless as a player. Hamilton injured the ligaments in his left knee four weeks ago.

⁂

The Cincinnatis are still clinging to first place with a firmness that is remarkable, having remained at the top since the season began last April. Croakers all over the country predicted that the team would drop back before the season was half over, but the men are playing probably a steadier game at present than they have been playing at any time this year. If they manage to retain the lead during their trip through the East, which begins next Friday, they will surely be looked upon as pennant winners.

⁂

The New Yorks will return home on Friday, when they will begin a series of three games with the Chicagos. If the locals win to-day in St. Louis they will return in fifth place and will be within easy distance of the Baltimores, who are just now playing rather indifferently. It was about this time last season that the locals made their famous spurt which landed them in third place and for a time made them appear like pennant winners. The team, with the exception of Doyle, Hartman, and Carrick, is the same as last year, and the fact that these three players have greatly strengthened the team gives a chance of getting among the three leaders before the next Western trip begins.

ON THE BASEBALL FIELD.

New Yorks Win Two Games in St. Louis and Are Now in Fifth Place.

How the Clubs Stand.

Club.	Won.	Lost.	P. C.
Cincinnati	65	32	.670
Boston	58	35	.624
Cleveland	58	35	.624
Baltimore	52	38	.578
New York	52	41	.559
Chicago	53	43	.552
Pittsburg	50	44	.532
Philadelphia	42	48	.467
Brooklyn	36	56	.391
Louisville	36	61	.371
Washington	32	59	.352
St. Louis	28	70	.286

Results of League Games Yesterday.

New York, 12; St. Louis, 1.
New York, 8; St. Louis, 6.
Brooklyn, 8; Louisville, 3.
Brooklyn, 6; Louisville, 5.
Pittsburg, 4; Chicago, 2.
Cincinnati, 4; Baltimore, 1.

Games To-day.

New York in St. Louis.
Brooklyn in Louisville.
Philadelphia in Chicago.
Boston in Cincinnati.
Baltimore in Pittsburg.
Washington in Philadelphia.

ST. LOUIS, Aug. 7.—The home team lost both games to the New Yorks to-day. In the first, which was decidedly one-sided, the home players were unable to hit Seymour. Both Carrick and Sudhoff were hit hard in the second. Attendance, 8,500. Scores:

FIRST GAME.

ST. LOUIS.	R	1B	PO	A	E	NEW YORK.	R	1B	PO	A	E
Dowd, rf.	0	1	1	0	0	V Halt'n, cf.	0	0	4	1	0
Stenzel, cf.	0	0	3	0	0	Tiernan, lf.	2	1	0	0	0
Harley, lf.	0	1	1	0	0	Joyce, 1b.	2	0	10	0	0
Cross, 3b.	1	1	2	3	0	Davis, ss.	1	2	5	3	1
Clements, c.	0	0	7	3	0	Gleason, 2b.	2	2	2	3	0
Sullivan, ss.	0	1	1	2	0	Doyle, rf.	3	2	1	0	1
Tucker, 1b.	0	0	9	1	0	H'tman, 3b.	0	1	2	2	0
Quinn, 2b.	0	1	3	0	1	Grady, c.	1	1	3	1	0
Hughey, p.	0	0	0	0	0	Seymour, p.	1	4	0	1	0
Gilp't'k, p.	0	0	0	1	2						
Carsey, p.	0	0	0	2	0	Total	12	13	27	11	2
Total	1	5	27	12	3						

St. Louis	0	0	0	0	0	0	0	1	0	—1
New York	5	1	2	4	0	0	0	0	0	—12

Earned runs—New York, 4. Two-base hit—Doyle. Sacrifice hits—Hartman, Gleason. Hit by pitched ball—Doyle. Double plays—Grady and Davis; Davis and Joyce; Davis, Gleason, and Joyce; Tucker and Sullivan. Base on balls—Off Hughey, 2; off Gilpatrick, 4; off Carsey, 1; off Seymour, 5. Passed ball—Clements. Struck out—By Hughey, 2; by Gilpatrick, 1; by Carsey, 2; by Seymour, 2. Stolen bases—Tiernan, Seymour, Joyce, Harley.

SECOND GAME.

ST. LOUIS.	R	1B	PO	A	E	NEW YORK.	R	1B	PO	A	E
Dowd, rf.	0	3	4	0	0	V. Hal'n, cf.	0	3	3	1	2
Stenzel, cf.	2	1	3	1	0	Tiernan, rf.	2	2	0	0	0
Harley, lf.	1	1	0	1	0	Joyce, 1b.	0	0	9	2	0
Cross, 3b.	0	2	3	1	1	Davis, ss.	2	3	3	4	1
Clements, c.	0	0	9	2	0	Gleason, 2b.	1	1	1	1	3
Sullivan, ss.	0	1	3	1	1	Doyle, rf.	1	1	0	0	0
Tucker, 1b.	2	1	4	0	[illegible]	Hartm'n, 3b.	2	2	2	1	0
Quinn, 2b.	1	2	1	1	[illegible]	Grady, c.	0	1	6	2	0
Sudhoff, p.	0	0	0	2	[illegible]	Carrick, p.	0	1	3	2	0
Total	6	11	27	9	[illegible]	Total	8	14	27	13	6

New York	0	1	0	3	0	0	1	1	2	—8
St. Louis	2	2	0	0	0	0	1	1	0	—6

Earned runs—St. Louis, 1; New York, 1. Two-base hits—Cross, Davis, Doyle, Carrick, Hartman, Tiernan. Hit by pitched ball—Stenzel, Joyce, Grady, Tucker. Bases on balls—Off Sudhoff, 2; off Carrick, 2. Sacrifice hits—Sudhoff, Gleason, Quinn, Davis. Struck out—By Sudhoff, 6; by Carrick, 3. Stolen bases—Stenzel, 2; Harley, Tiernan, Grady, Quinn. Umpire—Mr. Emslie. Assistant Umpire—Mr. Hunt.

BROOKLYNS WIN TWO GAMES.

Their Good Batting and Fielding Too Much for the Louisvilles.

LOUISVILLE, Aug. 7.—The Louisvilles received quite a setback to-day, losing two games to the Brooklyns. Frazer was compelled to retire in the first game. The home team started out like winners in the second game, but the Brooklyns won by good batting. Scores:

FIRST GAME.

BROOKLYN.	R	1B	PO	A	E	LOUISVILLE.	R	1B	PO	A	E
Griffin, cf.	1	3	5	0	0	Clarke, lf.	1	0	1	0	0
Jones, rf.	1	2	0	1	0	Hoy, cf.	0	1	3	0	0
Sheckard, lf.	1	2	1	0	0	Dexter, rf.	1	1	2	2	0
Hallman, 2b.	1	0	2	3	0	Wagner, 3b.	0	1	5	3	0
LaCh'ce, 1b.	2	2	11	2	0	Davis, 1b.	1	2	10	0	1
Magoon, ss.	0	0	1	2	0	Ritchey, 2b.	0	0	1	4	1
Shindle, 3b.	1	0	1	1	0	Cl'gman, ss.	0	1	1	1	0
Ryan, c.	0	1	5	0	0	Kittridge, c.	0	0	3	2	0
Kennedy, p.	1	1	1	5	0	Frazer, p.	0	0	1	3	1
						Altrock, p.	0	0	0	0	0
Total	8	11	27	14	0	Total	3	6	27	15	3

Brooklyn	1	0	1	2	4	0	0	0	0	—8
Louisville	2	0	0	0	0	0	0	0	1	—3

Earned runs—Brooklyn, 1; Louisville, 2. Stolen bases—Wagner (2) and Ritchey. Two-base hits—La Chance, Sheckard, and Griffin. Three-base hits—Davis (2) and Dexter. Sacrifice hits—Hoy, Frazer, and Jones, (2.) First base on balls—Off Frazer, 1; off Kennedy, 4. Struck out—Off Frazer, 1; off Kennedy, 4. Double plays—Dexter, Wagner, and Kittridge; La Chance and Magoon. Hit by ball—Magoon and Sheckard. Left on bases—Brooklyn, 3; Louisville, 5.

SECOND GAME.

BROOKLYN.	R	1B	PO	A	E	LOUISVILLE.	R	1B	PO	A	E
Griffin, cf.	0	0	2	0	0	Clarke, lf.	0	1	0	0	0
Jones, rf.	0	0	1	0	1	Hoy, cf.	1	0	1	0	0
Scheck'd, lf.	1	2	3	0	0	Dexter, rf.	1	2	2	0	0
Hallman, 2b.	0	0	1	2	0	Wagner, 3b.	0	1	2	1	0
L' Ch'ce, 1b.	1	3	12	0	0	Davis, 1b.	0	1	9	0	1
Magoon, ss.	1	1	2	1	0	Ritchey, 2b.	0	0	3	3	0
Shindle, 3b.	3	3	2	3	0	Cl'gman, ss.	1	2	1	6	0
Grim, c.	0	1	4	0	0	Powers, c.	1	1	3	1	0
McKenna, p.	0	2	0	5	0	Dowling, p.	1	2	1	2	1
Total	6	12	27	11	2	Total	5	10	27	13	2

Brooklyn	0	2	0	0	0	2	0	1	1	—6
Louisville	0	0	3	1	1	0	0	0	0	—5

Earned runs—Brooklyn, 4; Louisville, 3. Stolen bases—Wagner, La Chance. Two-base hits—McKenna, La Chance. Three-base hit—Dowling. Sacrifice hits—Davis, Powers, Sheckard. First base on balls—Off Dowling, 4; off McKenna, 4. Struck out—By Dowling, 3; by McKenna, 3. Double play—Clingman, Ritchey, and Davis. Hit by pitched ball—Dowling. Passed balls—Powers, 1; Grim, 1. Left on bases—Louisville, 9; Brooklyn, 6. Umpire—Mr. O'Day. Assistant Umpire—Mr. McDonald.

Pittsburg, 4; Chicago, 2.

CHICAGO, Aug. 7.—The Pittsburgs outplayed the home team to-day, winning by timely hitting. Score:

Chicago	0	1	0	0	0	0	1	0	0	—2
Pittsburg	1	0	0	0	2	0	0	1	0	—4

Earned runs—Chicago, 1; Pittsburg, 3. Base hits—Chicago, 6; Pittsburg, 10. Errors—Chicago, 3; Pittsburg, 1. Batteries—Chicago, Griffith and Donahue; Pittsburg, Gardner and Bowerman. Umpire—Mr. Swartwood. Assistant Umpire—Mr. Warner. Attendance—5,800.

Other Games.

In Montreal—Wilkesbarre, 3; Montreal, 2.
In Ottawa—Providence, 12; Ottawa, 9.
In Newark—Lancaster, 3; Newark, 1. Newark, 10; Lancaster, 6.

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TO READERS GOING OUT OF TOWN.

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THREATENED RUIN OF THE CANALS.

Hardly any passage in the report on the canal scandal is more severely condemnatory of the Republican administration than that in which the commissioners set forth the cost and the value of the canal system of the State. We quote from the report:

> "The canals included in what is known as the Erie system, viz.: the Erie and Oswego, with the Champlain Canal, have not to-day cost the State of New York one cent, but, on the contrary, have standing to their credit a large amount. The entire cost of their construction, enlargement, and maintenance, up to 1895, is $102,345,123. The State had received from the canals, up to the time tolls were abolished (1882) $134,648,900. Thus the canals had overpaid the entire cost of construction, maintenance and repairs up to October 1, 1885, to the amount of $32,303,777. Their entire expenses, including the $9,000,000 under consideration, have not reached this sum by several million dollars.
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> "We can, and perhaps must, assume, that this question has been already answered in the affirmative by the voice of the people at the polls. Thrice have they, by a very large majority, decided that the canals should be maintained, enlarged so as to increase their capacity and usefulness, and large sums of money expended to reconstruct and modernize them. No one can possibly attribute this vote on the part of the people to other than their own conviction, after an actual experience of over seventy years, of the canals' intrinsic value to the citizens of the State. This policy announced by the people cannot be disregarded."

Yet into what peril of destruction and abandonment has this vast property been brought by George W. Aldridge, Campbell W. Adams, Frank S. Black, and Thomas C. Platt! These are the four men who are directly, personally, and officially responsible for the squandering and stealing of public money and the present danger to the canal system. The report tells what they have done. Intrusted by the people with $9,000,000 to be used in deepening the Erie Canal to nine feet, and the Champlain Canal to seven feet, they have spent $8,233,253, and, including obligations incurred but not paid, have used all but $25,000 of the nine million appropriation, and yet have completed only about one-third of the work to be done. This money, it should be clearly understood, is absolutely thrown away unless and until the people of the State have provided $13,000,000 to complete the improvement.

Will the people of the State provide thirteen millions more? There is grave danger that they will not, at least not for several years, during which time the loss from deterioration and non-use of the canals will amount to millions of dollars.

The scandal of George Aldridge's canal work has sickened the people. They have lost confidence, and will not be easily persuaded to authorize the expenditure of any more money on the improvement of the canals. Certainly they would vote down by a tremendous majority the proposition that any more money be put into Republican hands for canal work. But they may refuse to put money into anybody's hands. The waste and stealing and corruption have put them out of temper.

The danger is, therefore, that the canal system that has built up the State and City of New York, that has cost $102,000,000, and has directly earned $134,000,000, not including its incalculable benefits in supplying cheap transportation, will be allowed to go to ruin through the incapacity exhibited and the corruption practiced under Gov. Black's administration. The canals are worth twice their cost—say $200,000,000. That is a good deal of money to let George Aldridge throw away in three years.

This man was one of the most unscrupulous and notorious spoilsmen in the State. Because he was known to be perfectly shameless in prostituting the public service Platt, through Gov. Morton, made him Superintendent of Public Works, the greatest patronage place in the State Government. He was put there to use the canals to strengthen the Republican Party, and he let slip no opportunity for partisan advantage. The canal report tells of his stuffing the canal pay rolls with the names of his heelers. Gov. Black, continuing him in office and profiting by his spoils practices, became his accomplice, his collusive partner in the work of looting the canal fund. Upon Platt, without whose knowledge and approval no Republican plans have been carried out, rests the ultimate and highest responsibility.

And now, when $8,000,000 have passed through or stuck to the hands of the Republicans responsible for the canal work, these men have the hardihood to ask the people not only to continue them in power but to give them $13,000,000 more for George Aldridge to spend in deepening the canals and strengthening the Republican Party.

The people will not renew their license to plunder and destroy. If the Democrats, putting aside rivalries and quarrels, will put before the people honest, capable and tried men as candidates this Fall it will be many years before the Republicans will have anything further to say about canal expenditures. Coming from a Democratic Governor of character and ability, an appeal for money to complete the improvement, to preserve the canals, and make available the results of the work already done, would be heeded by the people next year, and the great disaster brought so perilously near by Republican corruption would be averted.

TWO VIEWS OF ALGER.

Secretary Alger has found a sort of an apologist in Mr. Tanner, the Governor of Illinois. The praise is appropriate in respect both to its source and its quality. The Governor of Illinois is a politician of the Alger type. Altogether devoid of taste, he would naturally be incapable of seeing any impropriety in Alger's use of Col. Roosevelt's private, personal, and confidential letter. Thick of skin and of head in politics, it would likewise be natural for him to misjudge the incident to the extent of supposing that Alger's rebuke of Roosevelt would injure the Colonel more than the manner of it injured the Secretary.

But Gov. Tanner is cautious withal. It will be observed that his praise is strictly limited to Alger's treatment of Roosevelt. He is not so rash as to commend this unworthy Secretary's administration of his department, or any other acts or parts of acts. Even Gov. Tanner, away out in Illinois, has sense and information enough to know that Russell A. Alger is a man whose appointment was a disgrace and whose retention in the Cabinet is a National scandal.

On the other hand, here is an opinion from The New York Press, a warm Republican and Administration journal. It is a concise summary of the opinion of the country as to Secretary Alger:

> "It has censured him for permitting his Ordnance Bureau to issue antique and useless weapons to troops in active service when ample time remained before the outbreak of war to provide the whole army with an approved small arm, and when he had actually in store a supply of such arms sufficient ten times over for the armament of the volunteer regiments of Gen. Shafter's command. It has censured him for allowing men to swelter, Winter clad, for months in torrid American camps and Cuban bivouacs, when the least prevision would have equipped them for the season and the latitude in which they served. It has censured him for what has seemed a perversion of ingenuity in the selection of typhoid tracts, such as Falls Church and Miami, for the encampment of large bodies of troops. It has censured him for the failure to acquire a single live stock transport in advance of an expedition to which he had assigned a division of cavalry. It has censured him for passing over the heads of a score of veteran and competent Brigadiers to the selection of an incompetent crony from his own State. This for the all-important duty of leading the first reinforcements to the support of the Fifth Corps. It has censured him for assigning, under 'pressure' from Congressmen, 15,000 men, for whom Gen. Miles had not asked, to Puerto Rico, while ignoring the demands of Gen. Merritt for 30,000 men for the Philippines. It has censured him for callous indifference or pettish retorts to sincere representations as to the existence of unnecessary hardships in the camp and field. It is now censuring him for violating the privacy of unofficial correspondence for spite at best; at worst for the conspirator's purpose of clouding the political future of one of the most valuable of the Government's servants, civil and military, in war and peace—a man whose example to the youth of the country is the most fortunate of antidotes to that which the pursy political methods of the Secretary himself have set. These are some of the things for which the country has censured the censorious Secretary."

Then referring to the order to take Shafter's troops into the interior when he knew that their condition imperatively required their removal north, whither the country has supposed for a fortnight that they were coming, The Press adds that if Mr. Alger issued such an order,

> "the country has a measure of censure for Secretary Alger which should lead, with or without Executive assistance, to his retirement from an office which he has filled with far more readiness to escape the consequences and resent the utterance than to remove the grounds of just criticism."

These are the "wounds of a friend." Will Mr. McKinley feel them?

OUR AUSTRALIAN BROTHERS.

When the brief telegraphic account was received of the great meeting at Auckland, New Zealand, on July 4, at which our Consul was presented with a series of resolutions by the Mayor, representing the people of the city, we pointed out that English colonists had the best possible reason for sympathy with and gratitude to the United States. The principle for which we fought the war of independence was by that war peacefully established in all the British colonies. Its recognition has been the secret of the enormous growth in extent, strength, and prosperity of England's colonial empire.

By the full reports that have reached us it now appears that this was precisely the ground on which the cordial friendly demonstration was based. Mr. Upton, who, on the appointment of the Mayor, presented the resolutions to our Consul, Mr. Dillingham, and made the presentation address, declared that the Fourth of July was of all days the most appropriate. "On Independence Day," he said, "not only was the independence of America declared, but what was done on that day was of as much moment to the people of New Zealand as to the people of America. It was on that day that the great principle of colonial self-government was vindicated. It was shown then that the only way to govern a free colony was to leave the people of the colony to manage their own domestic affairs in their own ways. That was the charter of freedom for the people of these colonies."

Another speaker, Prof. Brown, spoke in a like vein: "They in New Zealand were colonists, just as the people who lived a century ago in New England, and they knew what they would have thought and what they would have done had they been placed in similar circumstances."

These are very significant utterances. Their special significance lies in this, that there is no Government on earth but the English whose actual colonists could speak in this tone of an independent nation formed by its revolted colonists, without feeling and being regarded as treasonable. But the loyalty of the Australians is absolutely beyond all question because they are loyal to the principle by which the whole British Empire is governed.

THE QUEST OF ZOLA.

The missing-word contest as to the whereabouts of Emile Zola goes merrily on in Paris. Rival news agencies place him at Lucerne, at Havre, at Copenhagen, at Rotterdam, even at Berlin and at London. Le Petit Journal announced gravely that he was staying at Verneuil, near his own estate of Médan, as the guest of Mme. Rozereau. This caused a small army of Parisian journalists to scamper to that place. M. Zola was not there. La Patrie has exclusive news that he is in Brussels; Le Jour is just as certain that he has gone to Russia; the Hamburg correspondent of Le Siècle ten days ago telegraphed: "Zola is here. He marched on Sunday with the Italians in their procession. Later he went to Friedrichsruh to see Bismarck. He was prevented in doing so, however, by Count Rantzau." In another column the same paper announced that Zola was in London. In the meantime possibly the only paper that really knows where Emile Zola is is silent. It has said once: "M. Zola has left Paris. He will come back." And the many papers on this side of the Atlantic that do not understand the circumstances of his departure look upon it as a flight from justice. Their idol is smashed; Zola dared not face a cell in Ste. Pélagie, they say.

Emile Zola in Paris was regarded by all who had faith in the honesty of the army's heads as a public nuisance, which should be suppressed, as a constant menace to the peace of the republic; but Zola out of Paris has become the mystery of the hour. Why did he go? Where is he? What is he doing? According to the precedents of French journalism the press is doing its best to answer these questions; its efforts produce climaxes that would do credit to the Vaudeville.

But whatever may be M. Zola's mission, it is certain that his absence is clearing the atmosphere and causing intelligent discussion of the question of the illegality of Dreyfus's conviction. Even Le Temps has come out in favor of a reversal of judgment. And the shouts on the boulevards of "Vive l'Armée!" and "Vive la France!" are promptly responded to by louder cries of "Vive Zola!" and "Vive Picquart!" There are street fights, too, that the police put down—a most significant sign that the great world of Paris is in the course of mental transition.

By avoiding M. Brisson's lackey with the sealed document, M. Zola may be storing up for himself greater punishment; but his departure has certainly served the cause that is dearest to him better than anything else could. At present it doesn't matter whether he is with von Hohenlohe in Berlin or chatting quietly with Prof. Conybeare in the latter's chambers in Oxford. The result would probably be the same.

Prof. Conybeare, who was a classmate of the German Kaiser, has spoken twice in the columns of The National Review. He has shown himself to be in possession of material that could have been obtained nowhere but at Germany's Foreign Office. His name is above reproach. He has promised to speak again if France does not right the most stupendous error of justice of modern times. He will tell all. Thus far he has refrained because he loves France.

THE PUERTO RICO PICNIC.

We observe with dissatisfaction that the Colonel of the Eighth Regiment has gone to Washington, for the purpose, as is reported, of lobbying in the War Department to get his regiment sent to Puerto Rico for the "round-up."

We hope this is not true. It is perfectly well understood that this excursion is not a military but a political expedition. It is the picnic of the "Russell A. Alger 1902 Chowder Club." There is little doubt that the Secretary of War is unaware of the disgust he has excited throughout the army and the country. By dint of surrounding himself with toadies he may have retained the illusion that he is a popular personage and a "Presidential possibility." Any officer who encourages him in this illusion is doing a public mischief.

The plain fact is that the troops already sent to Puerto Rico are more than sufficient to do the work. To send thousands more would be to waste millions of money. To send them in order to promote an Alger "boom" would be a disgusting farce. Gen. Wade, who is reputed to be a first-class soldier, is to be commiserated for being made the leading character in the farce. If the excursion comes off, he will of course have to obey orders. But it is certain that he would not seek orders to manage the farce. It is to be hoped that no Colonel of New York troops has sought or will seek orders to take part in the farce.

AMERICAN "CONCEIT."

We find in the latest number of The Railroad Gazette a spirited address before the graduating class of Stevens Institute by Col. H. G. Prout. It is, to some extent, a plea for the employment of engineers in dealing with the ever-present problem of "total depravity." Col. Prout says:

> "No other man in the world has such stern and unceasing discipline, and so it comes about that no other man is so safe a moral guide as the engineer, with his passion for truth and his faculty of thinking straight. This is no mere statement of a theory, but of observed facts. It has happened to me, over and over again, to discover that I get a sounder opinion on any matter of human conduct from the engineers of my acquaintance than from men of any other calling, and this is chiefly because nature has taught them that their opinions are worthless unless they are severely reasoned from known facts. Other men, especially ministers and editors, get the dangerous trick of thinking that their opinions are valuable merely because they are their opinions."

Let no one attribute this rather sharp comparison to professional vanity, for, though Col. Prout is, we believe, an engineer by education, he is by profession an editor, and by inclination something of a preacher, as the following passage indicates:

> "Our country never needed the intellectual and moral influence of the engineer more than at this instant. For more than a century we have been taught that human history began in 1776. We have been taught that a capacity to do things fell upon us like a mantle with the Declaration of Independence, that the American does not need to be trained or disciplined to rule a nation, command an army, edit a paper, or preach the Gospel. This gigantic self-conceit has its advantages. It has led us to do great things, but at an appalling cost in misplaced energy and wasted resources. This provincial conceit, born of ignorance and nursed by wrong teaching, is the greatest peril of the Republic. If it is not restrained and cured it will ruin us."

This strikes us as inexact, as a somewhat too broad generalization for the facts available. The "editor" or the "minister" in the speaker's make-up appears to have got beyond the control of the "engineer," "with his passion for truth and his faculty for thinking straight." The teaching this people has received on the beginnings of history and the National capacity for doing things has not been, we think, so general or so influential as Col. Prout implies. It has existed, no doubt, and it has been very conspicuous at times and in some spots. But on the one hand it has been opposed by the sane and careful teaching of a very large number of quiet but able men in all parts of the Union, and on the other it has been opposed and corrected by the stern teaching of experience, which the great body of Americans have taken without talking much about it, almost without realizing it.

When Col. Prout singles out one quality of the National character and declares that it is "the greatest peril of the Republic," and "if not restrained or cured will ruin us," he makes a very important statement—the most important conceivable, indeed, since it involves our "ruin." We do not think it is justified. Any generalization as to the course of a nation's life is extremely difficult. That life is an evolution, that is to say, it is the resultant of a vast number of varied and obscure, complex and conflicting forces and conditions. To describe it as it has been and is, or to predict what it will be, is a task to be undertaken with the greatest caution and hardly capable of complete and exact accomplishment. Our own judgment is that the "self-conceit" of the American people as a whole has been greatly overrated, and we base that judgment largely on the probability that if it had been as "gigantic" as it is described we should, as a Nation, have come to grief long ago. By the same reasoning we are unable to feel the intense alarm about it that some very able men—Col. Prout among them—express. We do not deny the quality, or the inconveniences we have suffered from it, but we cannot persuade ourselves that it is a controlling factor in our destiny. We are a very large Nation with many heterogeneous elements, but on the whole it seems reasonable to infer that the great progress we have made has been honestly earned and that the sound qualities that have secured it are likely to secure also its continuance. Let us try to see our faults and correct them, but let us try, too, not to be unduly impressed by them, and above all not to be scared by them.

TOPICS OF THE TIMES.

—A distinguished volunteer Colonel arrived in town a few days ago and all the newspapers published accounts of his arrival, together with brief interviews with the gentleman. A day or two later one of our esteemed saffron contemporaries—one which has suffered somewhat in the war for war news—published a new and extended interview with the same officer. The fact that there was nothing of special interest in the interview is not what now concerns us. The significance of the publication lay in the fact that it was accompanied by a fac simile reproduction of a written authorization, by the interviewed officer, and that it was furthermore signed with the name of the newspaper representative who conducted the proceedings. No doubt our esteemed contemporary realized that no one would believe the interview was genuine if it appeared in such columns without extraordinary verification. But cannot our saffron friends see whither such courses are leading them? The old-fashioned conservative newspapers which they pretend to despise, don't have to produce affidavits nor autograph corroborations.

—It is narrated that when the Wellman Polar expedition, which is proceeding under the American flag, put in at Archangel, a Spanish trading ship was lying in that port. The Russian authorities were so fearful of a great sea fight between these two mighty warships that they held the Spaniard until twenty-four hours after the American had sailed. This is probably the funniest thing that happened in the course of the entire war. If that Spanish merchantman had gone out first and had bottled up the Wellman Polar expedition, no doubt the Royal Geographical Society of England would have sent its Baltic fleet to our aid, and thus the whole Anglo-Russian imbroglio would have been forced into open war, and the question of British rights in China would have been settled at once without the aid of further speeches by Mr. Goschen. When you come to think of it, it is really quite dreadful to contemplate what might have happened if the Russians had let that Spaniard loose.

—A young soldier, who was wheeling a barrow full of earth at one of the camps the other day, said: "I tell you, I have lost all my brilliant ideas about the romance of war." What a pity it is that any one ever gets such ideas. A soldier in war time is a dirty, tired, half-sick man, who rarely gets an opportunity to take off his clothes, who sleeps in wet grass or a ditch, who walks and walks and walks—in route step and without music—in hot weather and blinding dust, who drinks fouled water and eats everlasting beans, and who finally finds rest in a hospital or in a trench. Sometimes he comes home, and, like all people who have been through troublous experiences, likes to talk about them. It sounds quite heroic, but the man who goes out to war with the notion that he is going to enjoy the romance of it is going to be fooled. Only those who sit at home and read about the battles get any of the romance. The fighting men get the reality. There is a vast difference between the two.

—An agent of the Society for the Prevention of Cruelty to Animals could do a lively business at the foot of Spruce Street, which, as all inhabitants of the Swamp well know, ascends a considerable acclivity. Up this acclivity throughout these steaming Summer days climb panting, struggling horses, dragging huge loads of malodorous and exceeding heavy hides. The drivers ride on top of the loads and belabor the horses unmercifully all the way up the hill. The agents of the humane society would find plentiful employment in compelling these surly brutes to dismount from their loads, thus relieving the horses of the burden of a certain amount of the malodorous hide, and inducing them—by force of clubs if necessary—to lead their teams up the hill and to encourage them in their labor.

PERSONAL.

—The unique originality of Gen. Shafter's English has been the subject of no little comment. But it is possible that he writes that way with a deep purpose. No one will ever accuse him of plagiarism. The fame of his style has certainly spread abroad. One of the Parisian papers spells his name "Schafter." The editor has judged from the General's English that he is a German.

—The genuinely sportsmanlike words of Sir Thomas Lipton in regard to his forthcoming challenge for the America's Cup will deepen the inevitable regret among all decent Americans that England's most distinguished cad—the Earl of Dunraven—is likely to be permitted to meddle in international yachting again. It appears that in some way this creature has become President of the yachting association from which Sir Thomas Lipton's challenge must come, and that he is likely to use his influence to induce the association to insist upon conditions which he knows the New York Yacht Club is wholly unlikely to grant. Perhaps the reports of Dunraven's significance in the affairs are exaggerated. It is to be hoped that they are. Surely, if he appears as a prominent factor in the arrangements, the New York Yacht Club will be backed by a powerful public opinion if it refuses to grant any concession of any kind whatever. Even if the fellow were not Dunraven, the mere fact that he is an Earl would be against him in these days of Hooley revelations. But being an Earl and a Dunraven both at once, he is more than any sound American can stand. With him out of the path our yacht club will probably find that its friends will urge it to meet the challenge more than half way.

—Prof Koch of anti-tuberculosis fame has made a new discovery. He has come forward with the startling announcement that he knows what causes malaria. It's mosquitoes. Now Prof. Koch may be a very great man, but he has simply begged the question. If mosquitoes cause malaria, what causes mosquitoes? That's what this patient world wishes to know. Tell us how to get rid of the mosquitoes, and we shall not worry about the malaria.

—It probably never occurred to the unique Kaiser Wilhelm that the spook of the departed Bismarck would return from the grave to haunt him. The Kaiser does not believe in any ghosts except that of his grandfather, which he keeps locked up in the family cupboard, and exhibits on all state occasions as "my great ancestor, the founder of the German Empire," &c. But Bismarck was not "on the inside" in the imperial family's affairs all those years for nothing. He must have laughed in his sleeve when he heard any one say, "Dead men tell no tales." He had his tale all written, and if our London correspondent's information is correct, it will make a bigger noise in Europe than anything else produced there in the last half century. But perhaps it will be like that wonderful work which McIntosh Jellaludin left to Rudyard Kipling, and which has never appeared. It is about time that Mr. Kipling told us what had become of that book.

—Certain adherents of Yale declare that Avery, the famous Yale pitcher, invented the curved ball in 1873. If this is the case, they should kindly explain how it was that on May 29, 1875, in a game at Hamilton Park, New Haven, Yale, facing the pitching of Joseph McElroy Mann of the class of '76, Princeton, scored only a round goose egg, while Princeton, facing the famous Avery, scored 3 runs. Yale succeeded in getting a man to third base on errors in the first inning, and after that did not get a man to first. The entire Yale nine showed conclusively that they had never seen a curve before. The truth is that Arthur Cummings of the Hartfords was the first professional to pitch a curve, and Mr. Mann was the first amateur. Mr. Mann's record as a pitcher shows that the man who faced him did not know why they could not hit the ball, because the curve was unknown to them. Radcliff, Boyd, Fulmer, Barnie, and other old-time professionals, whom he struck out, can testify to this.

NUGGETS.

A Belated Suggestion.

Perhaps they speak of Camara's ships as phantoms because they have not the ghost of a chance.—Philadelphia Call.

Not Disposed to Delay Him.

"I would go to the end of the world for you," he exclaimed, passionately.

"I'm sure I wish you would," she answered, coldly, "and—then jump off!"—Somerville Journal.

In Use.

Mamma (at the breakfast table)—You always ought to use your napkin, Geordie.

Geordie—I am usin' it, mamma. I've got the dog tied to the leg of the table with it.—Chicago Tribune.

Spanish Gunners.

The daughter of the Captain General of Puerto Rico is helping to drill the gunners in the forts about San Juan. We should think all the Spanish gunners had been drilled by women. They shoot about as a woman throws a stone.—Boston Transcript.

Too Much.

"Do you see that tall girl with the fluffy brown hair, over there?"

"The one with the pink roses in her bodice?"

"Yes. She knows French, German, Latin, and Greek, besides English, and she took the honors of her class when she was graduated, a few weeks ago."

"Pshaw, that can't be right. There must be some mistake. Why, that girl is actually beautiful!"—Cleveland Leader.

SPAIN AND CIVIL SERVICE REFORM.

BY MRS. JOSEPHINE SHAW-LOWELL.

The "dying" of a nation is a tragic sight. The dying of Spain, the discoverer and once the owner of the greater part of the Western Hemisphere, her death throes upon the very spot where Columbus landed and where he lies buried, is a tragedy which this Nation could not watch unmoved, even were it not the instrument used to give the death blow.

But Spain presents not merely a tragic spectacle to the people of the United States—it furnishes also a lesson and a warning. This country is called upon to end the long agony, but Spain has been wounded unto death by her own sons. She is a dying nation because of internal corruption and dishonesty, and the description of the causes of her ruin has an ominously familiar sound to American ears. We have in Spain the spectacle of a nation which conducts its government upon the principles which control Tammany Hall and the Republican and Democratic machines. Not only its civil service, but its army and its navy have for generations been treated as "spoils," and the result is before us. We know well what incompetency, what weak inefficiency are the necessary outcome of such principles, and it is not to be wondered at that Spain has failed in every direction.

The whole sad story is summed up in the words spoken by Don Carlos at Brussels on May 9:

"The incidents in Cuba and Manila have revealed neglected defenses, venal administration, a prevalent substitution of personal for national interests, corruption fostered by party government, generously voted millions diverted from the fulfillment of their patriotic purpose to the pockets of fraudulent contractors and dishonest State employes, and disorder, peculation, and mendacity in every department of the public service."

But the corruption of Spain is not a new growth. Mr. Charles Bonaparte told only the facts when he said at a civil service reform meeting in New York on May 4:

"No experience could be more instructive as to the evils of the 'spoils system' than our enemy's. For the past 400 years Spain has systematically treated appointments in her colonial civil service as 'spoils'—that is to say, as rewards for success in palace intrigues of political struggles, bestowed upon the protégés of Court favorites and party leaders, with little, if any, regard for the appointees' fitness or the interests of the people they should serve. Through the persistent application of this policy she retains of the vast possessions which were once hers by right of discovery only the Philippines, Cuba, and Puerto Rico, all three seething with discontent, and the first two in chronic rebellion.

"By treating public office in her dependencies as a 'private snap' she has irretrievably forfeited the affection and loyalty of their people; nor has she proved any better able to enforce their permanent submission. This military impotency is due in large measure to the fact that for the past eighty years the Spanish Army has 'gone into politics.' In its barracks have been hatched numberless plots against successive Governments, and nearly all its more prominent officers have figured in changes (actual or attempted) of Administration or dynasty. The corruption of her public service, civil and military, has cost Spain a 'world.'"

At the same meeting Mr. Carl Schurz confirmed from his own knowledge Mr. Bonaparte's statement:

"I found things worse than the speaker described when I was Minister to Spain," said he. "A Spanish General told me that the prominent soldiers of Spain who win success are thought dangerous, and at once are sent off to Cuba to get rich. When they come back and have spent what they have made, they are sent to Cuba to fill their pockets once more, and are always loyal citizens while this process is going on. That is the history of Spanish misgovernment.

"I am reminded that when the Vizcaya was in this harbor some of her machinery broke down, and an American was called in to make the necessary repairs, and presented a bill for $250. He was told that that wouldn't do, as he must make his bill at least $1,100, so that there would be 'enough to go around.' This sort of corruption has touched our army very little, if at all. It has not yet touched our navy. The battle that has just been won off Manila was a battle between a 'civil service reform' navy and a 'spoils' navy. I hope that whatever may result from this war, undesirable as it is, it will at least convey this lesson to the American people."

The testimony of another American Minister to Spain is to the same effect. Mr. James Russell Lowell wrote from Madrid on May 4, 1879:

"One thing I have remarked here, not without serious foreboding. I mean the analogy between the Spanish civil service with its inevitable results, and our own. Politics here is a scramble for office. Leaders, therefore, represent not a principle, but simply a chance. A government once in power cooks the elections to its fancy, and there is absolutely no way to a change except through a pronunciamento." And again later Mr. Lowell wrote from London on Feb. 2, 1883:

"Spain shows us to what a civil service precisely like our own will bring a country that ought to be powerful and prosperous. It was not the Inquisition, or the expulsion of the Jews and Moriscos, but simply the boss system, that has landed Spain where she is."

The same testimony comes from other sources.

The following extracts from "Europe's New Invalid," by John Foreman, reprinted in Littell's Living Age, from the National Review in September, 1897, only emphasizes the preceding statements:

"A Minister or high official who has an appointment at his disposal usually looks more to his own advancement than to the interests of his party, or the merits of the applicants, in its bestowal. Personal excellence stands for little in Spain. All that is worth having is more easily attained by intrigue, bribery, or a quid pro quo in some sense, than the sterling qualities of the solicitant. Hence an office-seeker would have little chance of success if he urged his suit in a straightforward manner on the worth of his individual capacity or his rights as a citizen; he would beat up his acquaintances in search of 'recommendations' and 'influence' to secure the preferment. Individual egotism and envy stand in the way of national progress. Appointments are more frequently made for the advantage of 'self' than for the benefit of the commonweal. I remember, for instance, a most remarkable case of a man who had been a furniture maker and joiner being appointed to the post of Chief Administrator of a department in Manila at a salary of $4,000 a year. He left a pretty wife in Spain, and his influential 'protector' had a keen eye for feminine beauty.

"A civil service exists in a certain sense—that is to say, that a man who by hook or by crook has been once appointed to a Government berth, has always some grounds on which to solicit another. It is not an exclusive service. Any one—an artisan, a shopkeeper, a nothing-at-all, of good family—is eligible if he can only 'catch the eye' of the man in power with the right 'influences,' or the consideration of a discount on the salary. Hundreds go out to Cuba and the Philippine Islands on this last condition, against which they cannot demur, for if they did the same influence which virtually appointed would cause the cesacion (cessation of office) to be cabled out. No civil service examinations are held, and no special personal qualification is necessary for a colonial appointment in the Far East or the Far West. Of the hundreds of officials whom I have known not one had the most elementary notion of Tagalog or Visaya (the native languages of the Philippine Islands) at the time of his appointment, and not one in fifty took the trouble to learn either language afterward. Why should they? They are here to-day, in another colony next year, and finally sunning themselves in the Puerto del Sol in Madrid, waiting for the new favorites who have superseded them to be in turn shifted by their 'protectors.'

* * *

"Spaniards are patriotic insomuch as relates to love of country as an abstract theory. In a burst of enthusiasm they will readily subscribe to a patriotic fund for specific purposes which gives them individual enhancement in the eyes of their fellow-men. Still, their patriotism is very much subordinated to personal interest, and is no check to peculation. Where is the real patriotism of a carbineer or a custom house officer who, with the one hand takes a large bribe to cheat the treasury, and with the other hand gives a fraction of it to some popular subscription? Where is the true devotion to the welfare of the fatherland in those friars who stubbornly hold the Philippines, knowing full well that their presence is an obstruction to the colony's progress?"

As I have said, the "dying" of Spain is a tragedy, but to the people of the United States it is more than a tragedy. The lesson is "writ large" that all may see; the destruction of two fleets because of incompetence and dishonesty—because of moral rottenness producing physical ruin—is a demonstration which none can fail to understand.

But we have also the corollary far more welcome and more glorious. The American people see in their own navy the result of a careful selection of men for a special service, the result of the long and arduous training of these men for the work they have to do, and the result of the assurance given them by their country that the service they enter on in youth, and to which they devote their manhood is an honorable service. In the United States Army we find the same results from the same system. The people have heard but little of either army or navy for a generation, and yet now, when they are needed, heroic men start forth ready to do heroic deeds, and the American people reap the glory. There is no question that, had the American people so willed it, they could have had just such men to fill their civil service and their diplomatic service.

The question now is, Will the people take to heart the lesson, and join England in her advance in civilization, humanity, and honor? or will they follow Spain? Shall we have all our public work, naval, military, civil, and diplomatic done by our Deweys, our Hobsons, and our Merritts, or by the henchmen of our Quays and Platts?

JOSEPHINE SHAW LOWELL.

"APPLES FINKEY"—THE WATER-BOY.

Among the passengers on the transport Leona was "Apples Finkey"—the twelve-year-old negro lad who smuggled himself on board the troopship that bore the Tenth (colored) Cavalry from Tampa to Santiago. During the two days' fight he carried water, under heavy fire, to the wounded on the field, until, after the taking of San Juan heights, he was attacked by yellow fever.—Newspaper dispatch.

"Apples Finkey!" many a name
Has a grander sound in the roll of fame;

Many a more resplendent deed
Has burst to light in the hour of need,

But never a one from a truer heart,
Striving to know and do its part,

Striving, under his skin of tan,
With the years of a lad to act like a man!

And who was "Apples"? I hear you ask:
To trace his descent were indeed a task!

Winding and vague was the family road—
And, perhaps, like Topsy, "he only growed";

But into the camp he loll'd one noon,
Barefoot, and whistling a darky tune,

Into the camp of his dusky peers—
The gallant negro cavaliers—

The Tenth, preparing, at break o' day,
To move to the transport down in the bay.

Boom! roar'd the gun—the ship swung free,
With her good prow turned to the Carib Sea.

"Pity it was—for the little cuss—
We couldn't take 'Apples' along with us,"—

The trooper said, as he walked the deck,
And Tampa became a vanishing speck.

What's that? a stir and a creak down there
In the piled-up freight—then a tuft of hair,

Crinkled and woolly and all unshorn—
And out popp'd "Apples" "ez shore's yer born!"

Of course he wasn't provided for
In the Colonel's roll or the rules of war:

But somehow or other the troop was glad
To welcome the little darky lad.

You know how our brave men, white and black,
Landed and followed the Spaniard's track;

And the Tenth was there, in the very front
Seeking and finding the battle's brunt.

Onward they moved thro' the living hell
Where the enemy's bullets like raindrops fell,

Down thro' the brush, and onward still
Till they came to the foot of San Juan hill—

Then up they went, with never a fear,
And the heights were won with a mad, wild cheer!

And where was "the mascot—Finkey"—then?
In the surging ranks of the fighting men!

Wherever a trooper was seen to fall,
In the open field or the chaparral,

Wherever was found a wounded man
"Apples" was there with his water can.

About him the shrapnel burst in vain—
He was up and on with his work again!

The sharpshooters rattled a sharp tattoo,
The singing Mausers around him flew,

But "Apples" was busy—too busy to care
For the instant death and the danger there,

Many a parched throat, burning hot,
Many a victim of Spanish shot,

Was blessed that day, ere the fight was won
Under the tropical, deadly sun,

By the cool drops pour'd from the water-can
Of the dusky lad—who was all a man!

In the forward trenches, at close of day,
Burning with fever, "Finkey," lay.

He seemed to think, thro' the long wet night,
He still was out in the raging fight—

For, once he spoke in his troubled sleep—
"I'se coming', Cap, ef my legs 'll keep!"

Next day—and the next—and the next—he staid
In the trenches dug by the Spaniard's spade:

For the sick and wounded could not get back
Over the mountainous, muddy track.

But the troopers gave what they had to give
That the "little mascot" might stick and live.

Over him many a dark face bent,
And thro' it all he was well content—

Well content, as a soldier should
Who had fought his fight and the foe withstood!

Slowly these stern beleaguer'd men
Nursed him back to his strength again,

Till one fair day his glad eyes saw
A sight that filled him with pride and awe—

For there, as he looked on the stronghold down,
The flag was hoisted over the town—

And none in that host felt a sweeter joy
Than "Apples Finkey," the water-boy.

JOHN JEROME ROONEY.

THE BISMARCK MEMORIAL

Service Held in the Royal Opera House in Honor of the Late Prince.

THE EMPEROR'S UTTERANCE

Wishes the Memory of Bismarck May Endure and that His Grave Become "a Place of National Pilgrimage."

BERLIN, Aug. 7.—The Bismarck memorial service, organized by the Berlin Bismarck Committee, was held at noon to-day in the Royal Opera House. There was a large attendance. The ceremony was impressive and worthy of the occasion. The walls and balconies of the auditorium were draped with black.

After the funeral march, Beethoven's Eroica Symphony, had been performed, curtains were drawn aside, disclosing a laurel-surrounded bust of Prince Bismarck. In front of the pedestal upon which stood the bust was a golden wreath trimmed with mourning ribbons. Ernest von Wildenbruch recited a poem entitled "Our Bismarck," and the chorus of the opera sang "Wie Sie Sanft Ruhen."

Privy Councilor Kahl, an old friend of the dead statesman, then delivered an oration, in which he referred to Prince Bismarck as "the conscience of the German people, a heritage ever defended with our blood." At the conclusion of the oration the assembly arose and sang Arendt's hymn, "Geht Nun Hin und Grabt Mein Grab." The services were concluded by the rendering of a funeral march by Wagner.

The Staatsburger Zeitung says that after the funeral service in Berlin on Thursday last, at which the Emperor and Empress and many diplomats were present, the Emperor, in conversation with his Ministers, expressed the wish that the "memory of the great Chancellor shall remain fresh and undimmed with the German people, and his grave become a place of national pilgrimage for all times."

THE EMPEROR AND BISMARCK.

William Replies to a Message from the Hamburg Senate.

BERLIN, Aug. 7.—Emperor William, replying to the message of condolence from the Hamburg Senate upon the death of Bismarck, telegraphed as follows:

"This expression of your sympathy upon the occasion of the death of the great Chancellor fills my afflicted heart with peculiar thankfulness. At the head of the German Mission I realize with especial keenness the significance of the passing of our great national hero.

"May the powerful emotion which his death has caused among all Germans throughout the world testify to the firm determination of the German people to preserve and honor in gratitude the memory of that immortal statesman by an utter devotion to the national idea, to the Emperor and the Empire."

It is now said that Bismarck's memoirs have been deposited in London, where they will be presented and from which point they will be distributed in order to prevent any action by the German Court to suppress them.

Prince Herbert was not present at the Opera House service. He declined also to attend the service at Hamburg. All the rooms of the late Prince will be kept as before his death. It is now noticed that all the semi-official papers have ceased to publish anything about Bismarck except semi-official communications.

It is asserted that shortly before Bismarck died, in response to an imploring appeal to Pinnow, his valet, the latter disobeying the doctor's orders, gave him a large glass of champagne and mineral water. The Prince then slowly and peacefully expired.

EX-EMPRESS EUGENIE ILL.

Reported in Paris That She is in a Serious Condition.

PARIS, Aug. 7.—Ex-Empress Eugénie is reported seriously ill.

Eugénie, ex-Empress of the French and widow of Louis Napoleon, is the daughter of Dona Maria Kirkpatrick of Closeburn, Dumfriesshire, Countess Dowager de Montijos, whose father was English Consul at Malaga at the period of her marriage with the Count de Montijos, an officer in the Spanish Army.

Ex-Empress Eugénie married Emperor Napoleon III. Jan. 29, 1853. On March 16, 1856 she became the mother of an heir to the house of Bonaparte. Up to the outbreak of the war between France and Germany her life was comparatively uneventful, being passed chiefly in the ordinary routine of State etiquette. When the war was declared and the Emperor Napoleon took the field, the Empress was appointed Regent, (July 27, 1870.)

Immediately after the revolution in Paris on Sept. 4 she hastily left the Tuileries and escaped from France, landing five days later at Ryde, in the Isle of Wight, and shortly afterward joining the Prince Imperial at Hastings. Camden House, Chislehurst, was subsequently selected as a residence by the imperial exiles. In the following year the Empress went to Spain on a visit to her mother.

Emperor Napoleon III. died at Chislehurst, Jan. 9, 1873; and in 1879 the Prince Imperial, who had accompanied the English Army in the Zulu war, was killed. His body was brought to England and buried at Chislehurst, and the following year, on the anniversary of her son's death, the Empress went to Zululand to visit the fatal spot. In 1881 she removed from Camden House to the Farnborough estate, in Hampshire, close to the borders of the County of Surrey.

OUR ARMENIAN LOSSES.

American Subjects Refused Compensation by the Turkish Government.

CONSTANTINOPLE, Aug. 7.—The Porte on Friday replied to the American demand for compensation for losses sustained by American subjects during the Armenian massacres. The reply is the same as that given to other powers, repudiating all responsibility for the losses.

In the course of the farewell audience of Dr. James B. Angell, the retiring American Minister to Turkey, the Sultan referred to the war between the United States and Spain. He said he was much impressed with the naval operations and the terrible execution of American guns, and had ordered the purchase of similar guns for Turkey.

COLOMBIA'S CONGRESS MEETS.

Believed that a Secret Session Is Discussing Italy's Claim.

COLON, Colombia, Aug. 7, via Galveston, Texas.—It is understood in local circles that Congress is holding a secret session at Bogota discussing the matter of the settlement of the Cerutti claim.

The dissatisfaction over the eventual forced settlement of the claim and the consequent drain upon Colombia's resources is beginning to create much bitter feeling throughout the country. Even the Italian colonies at Barranquilla and other ports are resenting the actions of the Italian Government.

RUSSIA IS IN POSSESSION.

Reports from Shanghai Say the "Open Door" Is Closed.

LONDON, Aug. 8.—The Shanghai correspondent of The Daily Mail says:

"Russia is now practically in possession of New-Chwang, and 'the open door' in North China is already shut."

The correspondent of The Daily News at Odessa gives under reserve a report that the Russian Chargé d'Affaires at Pekin, M. Pavloff, will soon be removed, and he regards it as indicating a Russian backdown.

Two German Tourists Killed.

VIENNA, Aug. 7.—Two German tourists, Herren Zoll and Burbeck, have been killed during an attempted ascent of the Dreisch Vertosko, in the Dolomite Alps.

IN FOREIGN LANDS.

EFFECT ON THE SOUTH AFRICAN ELECTIONS OF A POSSIBLE SWAZIS RISING.—Advices from Cape Town are that the Transvaal is in momentary fear of a rising in Swaziland. If this should take place before the Cape Colony elections occur it would greatly lessen the chances of a victory for the Afrikander Bond over Cecil Rhodes and the Progressive Party. The members of the Afrikander Bond are well aware that should the ex-Premier be defeated it would mean that he would not exercise his influence for peace over Swaziland or help the Boers to put down a rebellion there. The members of the Afrikander Bond are in close touch with the Transvaal Government, and should any hostilities occur in Swaziland before Sept. 4 it is believed that the Dutch opposition to Rhodes would be reduced to a minimum. By the convention of 1894 the Boers secured a protectorate over Swaziland, and three years later they claimed the right to impose a hut tax and other taxes. The Swazis have objected to paying these taxes, and assert that the Boers have also violated an article of the convention prohibiting liquor being given to their people. Above all, they want the protection of the British, whom they helped by sending 8,000 warriors against Sececoeni a short time ago. Last October a deputation of Swazis visited England for the purpose of laying before Mr. Chamberlain their grievances against the Transvaal Republic. The deputation had to go back without seeing the Colonial Secretary. They found means, however, to let the British public know that the Boers had violated their treaty obligations toward them. Now the King, who has 20,000 warriors ready to fight and well armed, is superintending the war dances in the mountains, and there is naturally much anxiety felt in the Transvaal, and messages are flying back and forth from Pretoria to the leaders of the Afrikander Bond in Cape Colony.

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RETURN OF PRINCE HENRI D'ORLEANS'S EXPEDITION.—Rumor is current in Paris that the Abyssinian enterprise under Prince Henri d'Orléans and Count Leontieff had entirely collapsed, and that the Frenchman and Russian had quarreled and were returning by separate routes to civilization. The Count, says Le Figaro, has reached Egypt on his way back from Abyssinia, his return being caused by an injury to his leg. Before this happened he had a quarrel with Prince Henri, who, if the news is correct, finds that he can get on neither with nor without his Russian colleague. "Meantime," says Le Siècle, "the equatorial provinces of Abyssinia must get along with a Governor or Sub-Governor, and Major Marchand, if he has reached the Nile, will look in vain for reinforcements." Prince Henri's expedition was organized last Winter in Marseilles. It was a very well equipped expedition, so well equipped and so formidable that it seemed a small army; its gathering together and the secrecy maintained as to its objective point caused much comment in the London press, and an interpellation directed toward the Colonial Office was made. In its personnel were two companies of Senegal infantry. The troops were brought to Marseilles and then transferred to the Red Sea. It was believed in London that the real object of the expedition was to establish posts across Central Africa from the Upper Nile Valley westward to the Niger and thus contest all British claims to the African belt; others said that the Prince hoped to carve out for France a great equatorial colony, or possibly an Ethiopean Empire for himself. The Prince said he was simply going to rescue Major Marchand who, it was reported, had reached Fachoda on the White Nile. The expedition was last heard of about eight weeks ago on the western confines of Abyssinia.

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ANOTHER FRENCH JUDICIAL ERROR TARDILY RECTIFIED.—The other day a terrible judicial error was put to rights so far as possible before the Seine-Inférieure Assizes at Rouen. In 1893 the Seine Assizes sentenced two young men named Alexander Jamet and Leger to penal servitude for life, and a woman named Verney to eight years' hard labor, the two former as the principals in a murderous assault on a young girl twelve years old, and the woman as an accessory to the deed. The principal witnesses for the prosecution were the girl herself, Eugénie Laroche, and her father. The girl, it was said, had been found alone at home by her father nearly dead from terrible wounds. On the sole words of these two the prisoners were convicted. In 1894 the girl confessed that it was the man who was supposed to be her father who had assaulted her, and had forced her to swear away the liberty of the accused. The case was reopened; yet such are the vagaries of French judicial procedure that a retrial was only recently ordered. In the meantime the two young men had been sent to New Caledonia, where they underwent the usual criminal rigors for five years. At length before the Seine-Inférieure Assizes the accused's innocence was clearly proved, and a verdict to that effect was received with acclamation by a crowded court. Subsequently the Court awarded the two men, Jamet and Leger, 30,000 francs each and the woman Verney 10,000 francs damages for the wrongful imprisonment which they had undergone.

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THE DELAGOA BAY TROUBLE AGAIN.—The Vossische Zeitung of Berlin raises again the Delagoa Bay question, but in doing so passes over the British right of pre-emption over the Littoral as well as the fact that the Delagoa Bay award has not yet been paid. The present pretext of discussion is the retirement of Major d'Albuquerque from the Governorship of Mozambique, and his succession by Senhor Ferreira, the Governor of Massamedes. This change of Portuguese officials is regarded by the Berlin journal as "a concession to Britain, which will not fail to make a painful impression in the Transvaal." The Vossische Zeitung then proceeds to talk about a possible future entente cordiale between the Transvaal, Germany, and France to protect Portugal from British influence. Major d'Albuquerque went to Berlin last April and received many honors from the German Government, but there was an air of mystery about his visit which, it was said in Lisbon, had been made entirely on his own responsibility. The Delagoa Bay award has been hanging fire over eight years. July 8, 1897, in the House of Lords the Marquis of Salisbury, replying to the Earl of Mayo, agreed that the delay in the award was most extraordinary, adding that he was afraid the arbitration would emulate the delays of the Court of Chancery. It has long been rumored in diplomatic circles on the Continent that Portugal would succeed in avoiding the payment of the award by making a valuable concession to Great Britain. It was known that Downing Street regarded with suspicion the visit of d'Albuquerque to Berlin. In the light of these facts, the apprehension of the Vossische Zeitung and the desire of an entente against Great Britain in Southeastern Africa is explained.

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ROUMANIA COMING TO THE FRONT.—Last year the Czar, by way of thanking King Charles of Roumania for the stand he took in the Turco-Grecian war, sent him several thousand stands of arms. This year because the King would not allow himself to be drawn into a Balkan federation planned by Prince Ferdinand of Bulgaria, the Czar has further shown signs of his imperial pleasure. A month ago he invited King Charles to visit St. Petersburg. He arrived at Peterhof July 28. On the following day he went to St. Petersburg and deposited wreaths on the tombs of the Czars Alexander II. and Alexander III. in the Fortress Cathedral; he afterward visited the historic habitation of Peter the Great. Subsequently King Charles and Prince Ferdinand of Roumania were entertained at luncheon at the Roumanian Legation. In the afternoon they went to a reception of the Diplomatic Corps at the Winter Palace, at the conclusion of which the royal guests visited the principal places of interest in the capital, returning afterward to Peterhof, where a state banquet was given in the King's honor. July 30 a grand military review was held at Krasnoe Zelo in the presence of the Czar and his guests, followed by a gala performance at the Court Theatre. The King with his suit took his departure for the South the same evening.

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IMPORTANT DOCK PROPERTY SOLD IN RIO DE JANEIRO.—Recent advices from Rio de Janeiro are that the Companhia de Melhoramentos of Brazil is said to have sold to a syndicate in London for £830,000 its docks and its grants for other improvements in the port of Rio de Janeiro. It is stated that the payment will be made at the end of six months, the sum of £380,000 to be in cash and the rest in debentures and shares. It is the consensus of opinion among Rio de Janeiro business men that if the syndicate intends to attempt any present flotation the public, seeing the poor condition of Brazilian affairs just now, will watch the proceedings with some interest. They believe that foreign capital, but more than anything British energy and administrative ability, will greatly improve the local situation.

THE TEUTON AND THE SLAV

Growing Community of Feeling Among the Slavic Peoples.

THE CONVENTION AT PRAGUE

Working on the Increase of the Russian Navy—The Czar's Empire to Have a New Penal Code.

ST. PETERSBURG, July 21.—It is toward Bohemia that the eyes of all patriotic Russians have been turned in the past few weeks, toward Prague, the "holy city of slavism," as the Bohemian capital is termed in the Empire of the Czars. It is at Prague that has just taken place the great congress of Slav journalists. For the first time since 1848 was seen the fraternization of Czech, Moravian, Polish, Servian, Croatian, and Russian delegates. In presence of the violent aggression of the Germans of Vienna and the Germans of Germany, the Slav world took advantage of the Prague Congress to make a joint anti-Teutonic protest. As I had occasion to remark in some of my Russian letters to THE NEW YORK TIMES last Winter, it was a certainty that the provocations of the Germans toward the Slavs would result in strong retaliatory measures. This explains why the Russian journalists took such particular pains to be present in large numbers at the National Congress of Prague. At their head was Gen. Komaroff, the popular editor of the Sviet.

Let it be said at once that this Prague manifestation had absolutely nothing in its character that was hostile to the Vienna Government. Of course, it was a most significant fact that the first act of the Slav Congress was to send a respectful telegram to the Czar, Nicholas II., the natural "protector" of all the Slavs of Europe. But this telegram was but an answer to the Germans of Prague, who have so often sent similar telegrams to the Emperor William, the "protector" of the Germans of Austria. But the Czech leader, Dr. Rieger, (an old Slav patriot, notwithstanding his German name,) solemnly proclaimed the fidelity and loyalty of the Czechs to the Emperor Francis Joseph. "The Slavs do not intend to be absorbed by the Germans," he exclaimed, "and they will not allow themselves to be crushed. On the same principle the Austrian dynasty will not meekly become a mere vassal of the Hohenzollern monarchy. It is our duty to uphold the dynasty against the German invasion, just as formerly we upheld it against the Turkish invasion. The Germans threaten the Slavs to-day only in Austria, but to-morrow they will threaten them in the Balkans, and later on in the Baltic provinces."

This eloquent speech of the old champion of the Slavs produced a perfect thunder of applause. It will be noticed that Dr. Rieger alluded directly to the threatening attitude of Germany toward European Turkey and also toward the Tchernozieme or "Black Land," which is nothing more nor less than the Ukraine province of Central Russia.

What has produced such widespread satisfaction and delight in Russia is the brotherly spirit displayed at the Prague Congress between the delegates of the most Chauvinistic Russian newspapers and the "envoyés" of the Polish press of Galicia, formerly so violently hostile to the Russian people. Russians and Poles are indeed reconciled at last. The intervention of the Prussians in the internal affairs of Austria and more particularly the senile utterances of the old historian Mommsen have, therefore, merely resulted in hastening the long-awaited union of the various branches of the great Slav family.

The St. Petersburg press has, for the past few weeks, been loudly singing the praises of the plucky and heroic Czech Nation, which though persecuted by the Germans for over six centuries, has nevertheless steadily maintained its individuality. This is why, whereas, in the eyes of the Russians, Moscow is the real centre of the Empire of which St. Petersburg is the head, Prague is for all the Slavs the holy city, the New Jerusalem. It is from thence that came the famous call for the poet Kollar for an alliance of the Slav world, from Mount Athos to Pomerania, from Siberia to Kossovo.

The Slavs' Hour Has Come.

The hour for the Renaissance of the Slav world has certainly come. One of the first and a most important result of the Prague Congress is the significant manner in which the centennial of Adam Mickiewicz was fêted at Cracow. Under any other circumstances, even a decade ago, the fête of the great exile would have been made the occasion for an anti-Russian demonstration. But in the past few years the liberal régime, inaugurated in Poland by the Czar Nicholas II., has disarmed even the most bitter opponents of the Muscovite. The Poles are no longer forbidden to cherish the memory of their great national poet. The Czar recently gave permission for the erection in Warsaw itself of a monument in honor of Adam Mickiewicz. This Polish fête turned out to be a fête for all the Slavs and Russians. Poles and Czechs alike cherish the memory of the great poet. So that it will be seen now that Poland is to-day, as much as Bohemia, a vanguard for the protection of Russia against the eventual strife with the Teuton.

The activity in the Russian navy yards which I have had occasion to mention before is greater than ever. This activity is simply feverish, the great aim of the Czar's Government being to place the Imperial navy on a level with the army. Last week the iron-clad cruiser Rostisloff was completed at the navy yard of Sebastopol. At Nicolaieff a gigantic iron-clad battleship, the Prince Potemkine, is being hastily finished. The Admiralty has also ordered work to be begun at once on a new cruiser of 7,000 tons, to be built on the Boug. Then again a recent Imperial "ukase" orders the immediate launching of six new vessels, two torpedo boats, the Korschoune and the Kretchet, which were built at Abo, and four torpedo destroyers, the Condor, Yastieb, Berkonte, and the Nyrok, which were built at St. Petersburg. The Condor is destined to strengthen the Pacific fleet. The remaining vessels will stay in European waters for the time being.

Interest in the Russian Navy.

So intense is the public interest in everything pertaining to the navy that a great controversy has arisen in the press on the question of the "patriotic fleet." This designation is given in Russia to the auxiliary cruisers which serve in time of peace as merchant vessels. Several newspapers, and notably The Gazette of St. Petersburg, complain that these auxiliary cruisers are but slow-speed vessels considering the money that has been spent on them. American naval experts may judge whether these criticisms are fair or not by the following figures showing the speed of these auxiliary cruisers: The Orel, of 8,000 tons, has a maximum speed of 19¼ knots, and cost 1,258,000 rubles. The Saratoff, of 8,500 tons, has a maximum speed of 18¾ knots, and cost 1,625,000 rubles. The Petersburg, of 9,500 tons, a speed of 19 knots, and cost 1,547,000 rubles. The Kherson, 10,225 tons, maximum speed 19¼ knots, cost 2,121,000 rubles. The Moscow, 12,000 tons, maximum speed, 20 knots, cost 2,500,000 rubles.

Much interest has been aroused in Russian commercial and industrial circles by the news that the exploring expedition sent to Kamtchatka and the shores of the Okhotsk Sea has discovered the existence of new gold mines and coal fields, not far from the River Ogloukomenkoi. The proximity of these coal fields will prove of great service to the Russian fleet at Vladivostok and Port Arthur, particularly at the present moment, when the great powers of Europe are taking possession of Chinese ports, to provision their navies.

A New Penal Code.

Another step forward has been made by Russia on the road toward modern progress. The empire will shortly enjoy the benefits of a new penal code of laws, taken to a great extent from the Code Napoleon. The present penal code in Russia dates from the reign of Nicholas I., and was drawn up under the personal supervision of that Emperor, whose harshness and severity have long since become proverbial. Most of the penalties prescribed by the "Nicholas I. Code" are far too severe even for Russia, and, as a matter of fact, the code has, of late years, defeated its own object, for Russian juries, very tenderhearted, as a rule, refuse to make use of such severe penalties. Latterly, indeed, many offenders who have richly deserved punishment have escaped "scot free" owing to the leniency of the jury. It is for the purpose of putting an end to such a lamentable state of affairs that Nicholas II. has decided to promulgate new penal laws, so that the empire will enjoy the benefits of a code which is to be humane and just. This code, which was recently drawn up, has just been placed in the hands of a special commission whose duty it is to carefully revise it. Once this process of revision accomplished, it will have to obtain the sanction of the Council of the Empire, after which it will probably come into force at the end of the century—that is to say, in 1900.

Most certainly the Czar Nicholas II. may feel proud of the achievements that have already taken place during his short reign, the chief of which are the construction of the great Trans-Siberian Railroad, reconciliation with Poland, the extension of the elective system to the various provinces of the empire, the increase of the navy, the reorganization of the army, and the definite drawing up of the Franco-Russian alliance.

E. COLT DE WOLF.

LIFE ABOARD THE YANKEE.

The Auxiliary Cruiser Plying in Cuban Waters—A New York Militiaman's Experiences.

George H. Knight, Jr., a member of the First Battalion, New York Naval Militia, on board the auxiliary cruiser Yankee, writing from Guantanamo Bay, Cuba, to a friend, under recent dates, says:

"To-day being Sunday there has been little work to do, but such abstinence from Sabbath labor is not necessarily the case always, for the two Sundays preceding were very busy days. All through the afternoon parties from the different ships have been visiting back and forth among each other. Some of our men have secured relics—of which they are very proud—from the ill-fated Spanish warships. I did not avail myself of the opportunity, thinking I could visit men-of-war at any time after peace was declared, and being equally certain that it would be a fine chance to lie on my back on deck and get a good snooze, of which I felt sorely in need.

"Subsequently I bought of one of the fellows a small relic from our old friend Capt. Eulate's ship, the Viscaya. The mention of sleep recalls a story current in our mess-room that the Captain had been pestered with letters from some of the poor little boys' mammas asking him to watch over 'dear Archibald' and see that he gets his nine hours' sleep, &c.

"'Old Hooker,' as the Yankee is called by the boys, has been repainted white in Guantanamo Bay and presents quite a respectable appearance. To-day (24th) notice was given out permitting the crew to take a swim directly after 'colors,' so I guess I will indulge.

"This is a queer climate. One sees storms raging in one or another direction all the time on land, yet it seldom rains at sea. At the moment of writing a big storm is visible over the mountains back of Guantanamo; we may possibly get a piece of it, but as I look around me at this moment, 8 P. M., (which you know is after dark in this latitude,) all is serene, the hundreds of lights belonging to our Uncle Sam giving a home-like aspect to the scene.

"Visitors from the temperate zones experience a great lack of energy and interest in life in these tropics, I suppose mostly because of the 'stickiness' of the atmosphere rather than from any very high temperature. It don't appear to be so very hot, and the whole of this day there has been quite a breeze.

"July 30.—Yesterday morning we weighed anchor, after having taken the Admiral aboard, and sailed for Santiago de Cuba, or rather for the entrance of the harbor, which we approached nearer than we did the time before. We went within about three-quarters of a mile of the Maria Teresa and the Almirante Oquendo, both of which were most terrible wrecks. A crew from our ship boarded the Teresa, some of the men bringing off relics. They described the condition on board as awful. We got a very good view of El Morro, which, situated as it is on top of a hill about 400 feet high, looks like some ancient feudal castle. We did not remain long enough to enter the harbor, but returned to Guantanamo Bay.

HUDSON SINKS A SLOOP.

The Tug Gunboat Also Captures Another Spanish Craft.

KEY WEST, Aug. 7.—The tug Hudson, which has been with the Uncas on the north coast blockade, sunk a little Spanish sloop a few nights ago and captured another one off Cardenas yesterday. The captured sloop was the Christina, loaded with fish, a quantity of which was served up for breakfast by the Hudson's men, who had been out for a month and had little left in the way of provisions. Three Spaniards who were on the Christina put off in their tender when they saw the Hudson approaching and gained a key just off shore.

TRIED TO BLOW UP A STEAMER.

Young Man Admits He Threw a Bomb Which Tore a Hole in an Excursion Vessel.

FORT MONROE, Va., Aug. 7.—An attempt was made to blow up the excursion steamer McCall, loaded with 500 passengers, in James River.

There was a terrific explosion forward, but seemingly without the steamer. An instant later the water could be heard rushing in forward on the port side.

Capt. Turlington quelled a panic. Alone on the lower main deck he found a young man who admitted that he had thrown a bomb over the left side, but he said he "did not know it would do any harm." Eight feet of the steamer's hull forward were blown away.

CAMP BLACK IS POPULAR.

The Soldiers Entertain a Great Crowd —More Men for the Camp.

CAMP BLACK, Aug. 7.—There was a crowd of visitors in the camp to-day which equalled any that came down to see the first call regiments while they were here. The Long Island Railroad ran regular trains to the camp grounds, and found it necessary during the afternoon to add cars to every train so great was the rush.

There is much regret here over the departure of Lieut. Weigle, who has been acting as Commissary for the camp, for Montauk Point. His work in gathering food, equipments, and outfit for the three new regiments was a marked success. Lieut. Underhill of the Two Hundred and First is Acting Quartermaster.

One hundred and two men of the Two Hundred and Third Regiment, composing Company M, will be mustered into the service at the Seventy-first Regiment Armory this morning, and this afternoon will be taken to Camp Black by Capt. L. T. Waldron.

MR. DEPEW ON THE WAR.

He Gives an Address Before the Volunteers at Newport.

NEWPORT, R. I., Aug. 7.—Before the members of the Forty-seventh New York Volunteers, encamped at Fort Adams, and under the auspices of the Newport branch of the Young Men's Christian Association, the Hon. Chauncey M. Depew to-night gave an address in which he said:

"Peace seems assured, and you may not realize your desire to go to the front and face the enemy on the battlefield. But when a citizen has left behind him his home, his family, and his business, he has done his duty to his country.

"The overwhelming thought of the hour and place is that by every manifestation by which His will can be known God is on our side. It seems as if Providence has not so much opened up for us a destiny as imposed upon us a duty.

"The English-speaking world believes we can bring order out of chaos, and so satisfy all races and religions thus thrown under our protection of their safety, and so convince them of the inestimable benefit of equal laws and impartial justice, that out of the Spanish war will come a new birth of liberty. Thirty-three years of peace has not impaired the executive genius, the patriotism, or the war spirit of our people."

Naval Exhibition Postponed.

On account of the elaborate preparations necessary to produce the naval exhibition to be given by Imre Kiralfy at Madison Square Garden, the opening will be on Thursday evening, instead of this evening, as originally planned. Tickets which have been purchased for to-night will be good on Thursday night.

CAPTURE OF THE LADRONES

Lieut. Braunersreuther Tells How He Gathered in the Spaniards at Agana.

GOVERNOR'S RUSE DIDN'T WORK

If It Had Not Been for the Prompt Decision of the American Officer the Tale Might Have Had a Different Ending.

WHEELING, West Va., Aug. 7.—The details of the bloodless capture of the principal of the Ladrone islands reached Wheeling to-day in a letter to Augustus Pollak from the naval officer who played the leading rôle in the exploit, Lieut. William Braunersreuther, executive officer of the cruiser Charleston. The letter is as follows:

United States Steamer Charleston, at Sea and 1,060 Miles from Manila, June 24.

We have just carried out our orders to capture the Spanish authorities at the capital of the Ladrone Islands, Agana. I was selected by the Captain to undertake this job, and was given 160 men to land with as a starter. I went ashore to have a talk with the Governor about affairs, and the results were that I did not lose even a single man. The matter was all settled in one day, and we are carrying with us fifty-four soldiers (Spanish) and six officers, besides a lot of Mauser rifles and nearly 10,000 rounds of ammunition. I had the whole to handle, and did it up quickly.

"The Captain's instructions were to wait a half hour for his answer to our ultimatum, then use my troops. I waited, and in just twenty-nine minutes the Governor handed me his sealed reply addressed to the Captain of my ship out in the harbor about four or five miles off.

"I knew this was sealed with the sole object of gaining time, and hence I broke the seal, read the contents, the Governor protesting and saying that it was a letter for my Captain. I replied: 'I represent him here. You are now my prisoners, Señors, and will have to come on board ship with me.'

"They protested and pleaded, and finally the Governor said: 'You came on shore to talk over matters and you make us prisoners, instead.' I replied: 'I came on shore to hand you a letter and to get your reply. In this reply now in my hand you agree to surrender all under your jurisdiction. If this means anything at all, it means that you will accede to any demands I may deem proper to make. You will at once write an order to your military man at Agana, [the capital. This place was five miles distant,] directing him to deliver at this place at 4 P. M. [it was 10:30 A. M., June 21,] all ammunition and flags on the island, each soldier to bring his own rifle and ammunition, and all the soldiers, native and Spanish, with their officers, must witness this.'

Spaniards Protested in Vain.

"They protested and demurred, saying there was not time enough to do it, but I said: 'Señors, it must be done.'

"The letter was written, read by me, and sent. I took all the officers with me in a boat and at 4 P. M. went ashore again and rounded in the whole outfit. I was three miles away from my troops and had only four men with me. At 4 P. M., when I disarmed 108 men and two officers, I had forty-six men and three officers with me.

"The keynote of the whole business was my breaking the seal of that letter and acting at once. They had no time to delay or prepare any treacherous tricks, and I got 'the drop' on the whole outfit, as they say out West.

"The native troops I released and allowed to return to their homes unrestricted; they had manifested great joy in being relieved from Spanish rule. While it was harsh it was war, and in connection with the Spanish treachery it was all that could be done. Twenty-four hours would have—yes, I believe even four hours with a leader such as the Governor was—he was a Lieutenant Colonel in the Spanish Army—given them a chance to hide along the road at Agana, and at intervals in the dense tropical foliage, they could have almost annihilated any force we could land. The approaches to the landing over shallow coral reefs would have made a landing without a terrible loss of life almost an impossibility, but all is well that ends well.

Harbor Is Superb.

"We have increased by conquest the population of the United States by nearly 12,000 people. The capital has a population of 6,000 people. This harbor in which we were is beautiful, easy of access, plenty of deep water, admitting of the presence of a large number of vessels at the same time, and is an ideal place for a coaling station. If our Government decides to hold the Philippines it would then come in so well; San Francisco to Honolulu, 2,100 miles; Honolulu to Island of Guam, 3,300, and thence to Manila, 1,600 miles. With a chain of supply stations like this we could send troops the year round, if necessary, and any vessel with a steaming capacity of 3,500 miles could reach a base of supplies.

"The details I have scarcely touched upon, but had the officers and soldiers dreamed for one moment that they were to be torn from their homes, there would, I feel sure, have been another story to tell, and I am firmly convinced this letter would never have been written.

"The Captain, in extending to me his congratulations, remarked:

"'Braunersreuther,' you'll never as long as you live have another experience such as this. I congratulate you on your work.'

"All this whole affair was transacted in Spanish. I had an interpreter with me, but forgot all about using him. I did not want them to get a chance to think even before it was too late."

NORWEGIAN OFFICER'S SEARCH.

CHICAGO, Ill., Aug. 7.—Capt. Weil Gedde of the Norwegian Cavalry, sent to the United States by his Government to witness the fighting in Cuba, is registered at the Palmer House, and is engaged in a search for his brother, Ove Gedde. Ove Gedde came to Chicago when he was a lad, and with a friend named Hamilton established a prosperous storage firm.

While Mr. Gedde was in Christiania on a visit he said his partner dealt fraudulently with him. Later he inherited a large sum from his father, and established a real estate business in Madison Street, but failed.

LEFT HOME UNCONSCIOUS.

ST. PAUL, Minn., Aug. 7.—A. B. Todd, a prominent citizen of Winnebago City, but later of Elgin, Ill., who has been mysteriously missing since last March, has just been discovered in London. A letter received from him by his family says that he had his first lucid interval in all that time when he came to his senses in a London hospital.

He tracked himself back to Liverpool, New York City, and Chicago, but he does not know why or how he left his home in Elgin. Word from Elgin shows that Todd's affairs there are in good shape. He was last April engaged in putting up a large department store, and had deposited several thousand dollars in the bank as a builder's forfeit. His habits are good and his family relations pleasant, and the only reason for his strange trip may be found in the fact that he was injured in the head by a train.

TROLLEY CARS IN THE CANAL.

UTICA, Aug. 7.—Two cars on the Belt Line trolley road went through Bradley's bridge, near Whitesboro, this evening, and seventeen passengers were precipitated into the Erie Canal.

Miss Mary Brady of this city, was the only person killed. She was caught between the seats of the car and crushed to death. Several persons were injured.

The accident was due to a weak spot in the bridge.

New Jersey Lawyer Found Dead.

RAHWAY, N. J., Aug. 7.—Thomas H. Shafer of the law firm of Shafer & Durant was found dead in bed this morning. When he retired Saturday night he was apparently in good health. Mr. Shafer was seventy-eight years of age and the oldest member of the Union County bar. He was City Attorney for many years and administered and swore into office the first officers when the city was incorporated. He was well known throughout New Jersey. Death was due to rheumatism of the heart.

THE GUSSIE REPORTED LOST.

Tramp Steamer May Have Been Wrecked Off the Western Coast of Cuba.

The Atlas Line steamship Andes, which arrived late Saturday night, reported that when off the Colorado Reef, near the western end of Cuba, she saw the wreck of the transport Gussie, with decks awash, and a sheet flying from the traveling beam.

The Gussie had been used for a number of minor expeditions, principally in getting arms, ammunition, and provisions to the Cubans. She left Tampa last on July 23 and had not since been heard from.

First Officer Peterson of the Andes said yesterday that they passed within about two miles of the wreck, and the minute he saw it he remarked that it must be the Gussie, as he had read in some Southern paper that she had gone ashore. He was somewhat surprised, therefore, when told yesterday that no details had reached here. He felt quite sure, however, that it must have been the Gussie. Her bow and stern were visible, because of wreckage heaped up fore and aft, and he could also make out the wrecked paddle boxes.

Just what significance the sheet on the traveling beam might have he could not say. It might have been placed there as a signal of distress, or the Gussie may have been attacked by Spanish gunboats and surrendered. The Colorado Reef is twenty miles off shore, and the Gussie lay in Buena Vista Channel, which cuts through the reef and leads to Zarnaca Bay, which is about thirty-five miles from Cape San Antonio to the west, and 135 miles to Havana to the east. Mr. Peterson did not much believe there were any Spanish gunboats in that vicinity, nor that they would venture twenty miles out from the Pinar del Rio Coast.

The identity of the vessel he felt sure of, however, as there is no other vessel just like her in those waters. She was an iron side-wheel ocean-going steamer, with high freeboard, painted red. It was about 6 o'clock last Monday night that the Andes passed the wreck. No name was distinguishable at so great a distance.

As various reports have emanated from Havana regarding the disastrous termination of attempts of American landing parties and surmise has brought the name of the Gussie into more than one such report, it was believed yesterday that the report concerning the Gussie which Mr. Peterson said he had read in a Southern paper, was one of these, and that if the Gussie was the wreck seen it was only a coincident, the wrecking having occurred subsequently.

Local inquiry yesterday failed to disclose the nature of the Gussie's last mission, or any information as to who she had aboard. The Gussie formerly belonged to Morgan's Louisiana and Texas Railroad and Steamship Company, and hailed from New Orleans. She was built at Wilmington, Del., in 1872. She measured 998 tons gross, was 221 feet long, 38 feet beam, and 16½ feet depth. Her engine was of 387 horse power. She had two decks, two pole masts, and one funnel. She was not considered very seaworthy.

The Gussie came into prominent notice through her first mismanaged expedition to the Cuban coast, when an attempt to land was frustrated by the Spanish soldiers. A boat was landed, but Spaniards instead of Cubans, as had been arranged, awaited the expedition, and the men were forced to put back aboard the Gussie, narrowly escaping with their lives.

WASHINGTON, Aug. 7.—Adjt. Gen. Corbin said to-night that while no definite information has been received by the War Department concerning the steamer Gussie, reported lost off the southwest coast of Cuba, he was reasonably sure the vessel was safe. She was sent to Santiago with supplies and from there was to go to Puerto Rico with ordnance stores for the army of invasion. Dispatches about transports from both Gen. Shafter and Gen. Miles were received to-day and as no reference is made to the Gussie it is taken for granted that she is carrying out the programme arranged for her.

Rev. Dr. Galloupe in His Pulpit.

NEWARK, Aug. 7.—The Rev. Dr. Dwight H. Galloupe, rector of St. Paul's Episcopal Church, who was injured at Santiago, whither he went with the army as a Chaplain, filled his pulpit to-day for the first time since he was sent home about a month ago. He looked greatly improved physically, but his voice had lost much of its resonant power, and it was evident that his lungs were still troubling him. In his movements he showed plainly that the injury to his hip still caused him pain. The church was crowded and a warm welcome was given the "Fighting Chaplain." It was generally believed that he would have something to say about the battle of Santiago or his experiences there, but those who went to hear that were disappointed, as he made no allusion to either.

DEATH LIST OF A DAY.

James Overton Broadhead.

Col. James O. Broadhead, who was United States Minister to Switzerland under President Cleveland, died yesterday at his home in St. Louis. He was born in Charlotteville, Va., May 29, 1819, and received his early education in the classical school of his uncle, Dr. Franklin Carr, at Red Hills. Later he studied in the University of Virginia, and in 1837 he went to join his father, who had moved to St. Charles, Mo. Young Broadhead then studied law with Edward Bates, and was admitted to the bar in 1842.

He was a member of the Constitutional Convention of 1845, and also represented Pike County in the Legislature, first in the House and then in the Senate. In 1859 he settled in St. Louis, where he established a law practice, in partnership with F. C. Sharp. In politics he was then a Whig, and when the war broke out he was distinguished for his devotion to the Union, and acted as Secretary to the Committee of 1861, formed to perfect the military organization of St. Louis and Missouri. Later he was made Provost Marshal General of the department including Missouri, Arkansas, Kansas, and Indian Territory.

In November, 1875, he was appointed Chairman of the Executive Committee to prepare an address to the people of the United States on the objects of the National Railroad Convention held in St. Louis to consider the construction of a railroad from the Mississippi to the Pacific. He had identified himself with the Democratic Party, and at the Democratic Convention in 1876 he received many votes for President. In 1882 he was elected to Congress, and later President Cleveland appointed him Minister to Switzerland. He leaves a widow and three children.

James M. Ewart.

James M. Ewart, forty-four years old, died yesterday of typhoid fever at his residence, 243 West Seventy-sixth Street. He was born in Belfast, Ireland, and was the son of Sir William Ewart, M. P. James Ewart came to this country about twenty years ago as the United States representative of the firm of William Ewart & Sons, (Limited,) linen manufacturers, of Belfast. He was well known among New York business men. He was a member of the Wool and the Church Clubs, and was connected with the American Museum of Natural History. He leaves a wife.

Christian Weyand.

Christian Weyand, President of the Christian Weyand Brewing Company, and one of the wealthiest and best-known brewers of the State, died last night at Buffalo. He was seventy-two years old, born in Loraine, and for fifty years had been identified with the brewing business of that city.

REMORSE DROVE HER INSANE.

Beautiful Woman Who Left Her Husband for Another Man, Then Returned, Now a Maniac.

SAN FRANCISCO, Aug. 7.—Mrs. John Bradbury, the beautiful Los Angeles woman, whose sensational elopement with W. Russell Ward a year ago was followed by the latter's suicide by jumping from a train, is a raving maniac under close guard in her Mexican home. Her husband is treating her with great care, and her mother is hurrying southward to aid in nursing her, but it is not likely that her California friends and associates will ever see her again.

After Ward's tragic death the Bradburys became reconciled and started for Mexico, where Bradbury has heavy mine interests. It is thought that he took his wife there in order to furnish her time to gain in seclusion the courage necessary to face their friends in Los Angeles.

Remorse for the folly which had blackened their home and caused her lover's death at last turned her brain.

BURIED BOURGOGNE VICTIMS.

Steamer Hiawatha Failed to Find the Bodies for Which She Went to Search.

HALIFAX, N. S., Aug. 7.—The steamer Hiawatha, which left Halifax July 20 to search for bodies of victims of La Bourgogne horror, returned to-night.

Mr. Perry, one of the members of the expedition, said the steamer went to the place where the Captain of the steamer Oldfield reported he saw 200 bodies floating. No bodies were found in this locality, but a few miles further away the first body was found. During that day—Sunday—and succeeding days until Aug. 3 the members of the expedition worked continuously, the weather being favorable and the sea calm. During that time thirty-one bodies were found. Those found on the first day were in a fair state of preservation. Those found later were advanced in decomposition.

Nearly all were the bodies of steerage passengers or sailors. This could be told from the clothing. Most of the bodies were men, a few were women, and some boys. Some were taken on board for particular examination. None were those of the Perry or Dillon families. All of the bodies were buried at sea in the usual manner, and all the effects, such as they were, were brought ashore. There was hardly anything about the female bodies to aid identification. Only one or two were those of first-class passengers.

On Wednesday the Hiawatha went to Canso on account of heavy weather. They were advised there of the reports of other steamers, particularly of the Aldersgate, passing bodies.

The Hiawatha returned to the latitude and longitude given, but was unable to accomplish much, and, finding no more bodies, abandoned the trip and returned.

The first body found was Eugene Dubosc of Montreal. This name was on visiting cards and there were bills of exchange payable to his order. The bodies were found within a radius of 100 miles of where the bodies were first seen.

Dr. Jacques, who accompanied the expedition, said that if a steamer had been sent out when the report of July 21 of bodies passed floating was made it is certain that all the bodies could have been brought to land and identified.

MARRIED.

SMITH—MacINTYRE.—Thursday, Aug. 4, at the Elberon Memorial Church, Elberon, N. J., by the Rev. Donald Sage Mackay, Henry Atterbury Smith to May MacIntyre, both of New York.

DIED.

CUSHMAN.—At Rye Neck, N. Y., Aug. 6, Mary, widow of John Henry Hobart Cushman and daughter of the late Rev. R. Townsend Huddart.

Funeral services will be held at Christ Church, Rye, N. Y., at 3 P. M. on Monday, Aug. 8. Private car will be attached to the train leaving Grand Central Station, 42d St., at 2:02 P. M. Carriages will meet this train on arrival at Rye.

San Francisco papers please copy.

EWART.—James M. Ewart, Aug. 7, 1898, at his late residence, 243 West 76th St.

Notice of funeral hereafter.

HART.—At Stamford, Conn., Thursday, Aug. 4, 1898, Mary, wife of the late Rev. A. B. Hart of New York City, in the sixty-seventh year of her age.

Funeral services will be held at St. John's Church, Stamford, Conn., on Monday at 12 M. Carriages waiting the arrival of the 11 A. M. train from New York. The commitment services will be held at Woodlawn, N. Y., at 2:30 P. M.

MILLER.—George Clinton Miller, on the 6th inst., at his home, 303 West 91st St., of pneumonia.

Funeral services will be held at his late residence Monday evening, Aug. 8, at 8 o'clock. Interment private.

OLIVER.—On Thursday, Aug. 4, Jane, wife of T. Mason Oliver, at her late residence, 1,007 East 165th St.

Relatives, friends, Commissioners, Inspectors, Principals, and teachers of the public schools, Borough of the Bronx, are respectfully invited to attend the funeral services at the Mott Haven Reformed Church, corner 3d Av. and 146th St., Sunday, Aug. 7, at 2 P. M.

Interment in Woodlawn Cemetery.

ORNE.—At Long Beach, L. I., on Aug. 6, 1898, Beatrice, only child of Henry Merrill and Harriet Josephine Orne, aged 4 years, 6 months, and 8 days.

Interment at Ridgewood, N. J., at convenience of family.

POTOSKY.—Saturday, Aug. 6, 1898, at his residence, 17 West 90th St., Hugo J. Potosky, beloved husband of Cecilia Potosky, in his fiftieth year.

Funeral Monday at convenience of family.

SHEPPARD.—On Sunday morning, Aug. 7, Henry Sheppard, M. D., formerly of 215 East 10th St.

Notice of funeral hereafter.

SPRAGUE.—On Sunday, Aug. 7, 1898, at her late residence, 41 West 91st St., Susan V. A., wife of John H. Sprague, and daughter of the late Enoch Ketcham.

Notice of funeral hereafter.

WOODLAWN CEMETERY.

Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED AUG. 7.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. Aug.
AMES, Martin, 2,180 8th Av.	54	6
ADLEMAN, Benjamin, 40 Ludlow St.	1	5
BURR, Aaron H., 30 W. 129th St.	65	5
BORGIA, Pasquale 186 Hester St.	31	6
BRIODY, Bridget, 74 Broome St.	53	6
COYLE, Fiori, 327 W. 67th St.	1	6
COHEN, Herman, 134 Eldridge St.	13	7
CASAZZO, Maddelena, 131 Sullivan St.	67	3
DOWLING, Patrick, 443 W. 41st St.	55	6
DAVIDOWITCH, Ida, 33 Goerck St.	2	5
DAVIS, Susan, Almshouse	70	6
DAY, Clara, 331 E. 38th St.	1	6
DE ALESIO, Giuseppe, 64 Goerck St.	1	6
ERB, Adam, 305 E. 84th St.	31	5
FORSHIO, Louis, 235 E. 73d St.	8	5
FRIEDBERG, Joseph, 1,240 Beach Av	42	5
FITZGERALD, Mary, 421 E. 25th St.	56	6
FOX, James J., 225 W. 68th St.	29	6
FRANZ, Katie, 315 E. 61st St.	2	5
FITZGERALD, Ann M., 24 W. 130th.	78	5
FLYNN, Annie, 147 W. 60th St.	1	6
GLEASON, Gussie, 98 Division St.	1	5
GOLDSTEIN, Preplo, 52 Pitt St.	4	7
GRIESER, George A., 493½ 10th Av.	37	5
GYPS, Jacob, 7 Attorney St.	1	7
HAAS, Andrews, 102 W. 129th St.	87	4
HAIEY, George, 100 E. 119th St.	1	5
HOFFMAN, Margaret, 283 E. 3d St.	44	5
JOHNSON, James P., 220 E. 65th St.	1	5
KUTIL, Charles, 1,422 Avenue A	56	5
KRAEMER, William, 2,334 1st Av.	23	6
KERNS, Mary V., 229 W. 143d St.	1	7
KUTRIKA, Julia, 301 E. 75th St.	1	7
LOOKER, Ira W., 534 W. 31st St.	3	6
LOEBL, Caroline, 81 E. 108th St.	74	4
LOWENBERG, Annie, 169 Norfolk.	1	7
MENCHIN, Pierce, 446 W. 41st St.	62	3
MULLEN, James, 606 E. 12th St.	72	7
MEYER, Hugo, 98 E. Houston St.	1	6
MULQUEEN, George, 544 W. 50th St	1	6
McCULLOUGH, Carrie, 341 E. 39th.	1	4
McDONNELL, Catharine, 60 Lewis St	64	6
McGIVERN, Bridget, 256 W. 15th St.	25	5
NEWTON, George, St. Vincent's Hosp	50	5
NEVINS, Mary M., 210 E. 63d St.	1	4
O'GARA, Mary, 2 E. 56th St.	21	5
POTOSKY, Hugo J., 17 W. 90th St.	49	6
ROSENBOMM, Anna, 433 E. 9th St.	1	5
SHIMANSKY, Eugenia, 251 E. 4th St	36	6
SMEGKEEL, John, 409 E. 74th St.	46	6
SCHIERMER, Edna E., 792 2d Av.	1	5
SBORRA, Mariorsa, 59 Bayard St.	1	7
SCHEDEL, George, 499 W. 130th St.	72	7
SCHAUF, Christina, Man. State Hosp	27	6
SCHAEFFEL, Augustus, 34 W. 18th.	63	5
STUBBINS, John H., 93 Division St	55	6
WAGNER, Frank, 116 Ludlow St.	1	6
WOOD, Selah, Babylon, L. I.	41	6
WEBER, Morris, 79 E. 124th St.	39	5
WEIS, Gottlieb, 240 E. 89th St.	32	5
Brooklyn.		
AMOROSO, Antonia, 50 Front St.	1	6
BURNS, John, 2,510 Hinsdale Av.	37	5
BREEN, Agnes, 183 Pacific St.	1	6
BRENNAN, Wolf, 539 6th Av.	59	3
BUTSCHAROFF, Catherine, 431 Knickbocker Av.	67	5
BUTTLE, Richard, 105 Berkeley Place	60	5
CRAMER, John, 146 Stone Av.	1	6
DEMPSEY, W., 103 President St.	1	6
FINNERTY, Agnes, 144 Tillary St.	1	6
GROEBECK, S., 424 Vanderbilt Av.	74	5
HOFMANN, Mary, 33 Locust St.	1	6
HANSON, Lillie, 89 Harrison Av.	84	4
HINCHMANN, W., 967 Gates Av.	63	6
HUPFER, Mary, 915 Grand St.	19	6
KALLIO, S. W., 223 26th St.	2	6
KNIGHT, Francis, 550 Maple St.	1	5
KELLY, John, 525 Baltic St.	5	5
LYNCH, Leo, 893 Kent Av.	1	6
MAHONEY, J., 328 Greenpoint Av.	24	5
McGOWAN, C., 42 Duffield St.	1	6
McDOUGALD, Mary, 182 Freeman St.	35	6
O'NEIL, Bridget, Kings County Hosp.	65	5
QUINN, John, 226 17th St.	71	5
RYAN, Thomas, Kings County Hosp.	65	5
REICKARD, Gertrude, 49 Franklin Av	4	6
REIDMULLER, C., 134 Granam Av.	1	6
SALMON, Thomas, 93d St. and 3d Av.	82	6
SMITH, Marie, 111 Bedford St., N. Y.	20	7
STOLL, Edna, 312 Floyd St.	1	5
SCHUERMANN, Euretta, 262 Graham Av.	3	6
TAAFFE, William, 84 Amity St.	58	5
WOLF, Joseph, 277 Osborne St.	1	6

NEW PUBLICATIONS.

SECOND EDITION.
RICHARD HARDING DAVIS'S
New Novel,
THE KING'S JACKAL.
Illustrated by GIBSON. 12mo, $1.50.
CHARLES SCRIBNER'S SONS,
153-157 Fifth Ave., N. Y.

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $8,500,000. 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000. 9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street.
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.
Fourth Street National Bank
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

American Express Co.
Established 1841. Capital, $18,000,000.
65 BROADWAY.

Issues TRAVELERS CHEQUES immediately available as funds everywhere.

Draws FOREIGN DRAFTS in Sterling, Francs, Marks, and Money Orders, on all parts of the Commercial World.

Makes CABLE TRANSFERS of money to England and the Continent.

These facilities are obtainable at all offices of the Company.

NORTON & TUNSTALL,
33 WALL STREET, NEW YORK.
Members of
NEW YORK STOCK EXCHANGE.
NEW YORK COTTON EXCHANGE.
STOCKS AND COTTON.
Investment Bonds and Securities.
Apply for Market Letter.

KOUNTZE BROTHERS,
BANKERS,
Broadway and Cedar Street, New York.
Deposit accounts received.
Advances made upon railroad, municipal and other approved securities.
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FINANCIAL.

The Standard Trust Co
OF NEW YORK.
40 WALL STREET.
Capital.....$500,000.

Transacts a general trust business; acts as executor, administrator, guardian, trustee, receiver, assignee, registrar, transfer and fiscal agent, trustee for railroad and other mortgages, and transacts a general banking business.

WILLIAM C. LANE, President.
FRANK K. STURGIS, Vice President.
LOUIS L. STANTON, 2d Vice President.
E. M. F. MILLER, Treasurer.
WILLIAM C. COX, Secretary.

DIRECTORS.
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Chauncey M. Depew
L. C. Weir
William E. Strong
Samuel Spencer
Pliny Fisk
John T. Atterbury
Charles F. Smillie
Samuel M. Felton
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Gardiner M. Lane
Alexander H. De Haven
Paul D. Cravath
John A. Spoor
Louis L. Stanton
William D. Guthrie
Charles Steele

SINKING FUND NOTICE.
NEW YORK & ONTARIO LAND COMPANY
FIRST MORTGAGE BONDS
Dated Jan'y 4th, 1890.

The CENTRAL TRUST COMPANY OF NEW YORK, Trustee, gives notice that in accordance with a certain indenture made by the above Company, dated January 4th, 1890, it will receive sealed proposals to sell the above-described bonds at a rate not to exceed 110 per cent. and accrued interest, the total offer not to consume more than the amount of four thousand six hundred and two 39-100 dollars ($4,602.39.) The sealed proposals will be opened at the office of the CENTRAL TRUST COMPANY OF NEW YORK, in New York City, at twelve o'clock noon on the 19th day of August, 1898.

CENTRAL TRUST COMPANY OF NEW YORK.
By G. SHERMAN, Vice President.

U. S. Bonds, All Issues,
BOUGHT AND SOLD.
HENRY CLEWS & CO.,
BANKERS, 11, 13, 15, & 17 BROAD ST.
Members N. Y. Stock Exchange.

The Tradesmens National Bank
Of the City of New York.
Capital and Surplus - - - - $875,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

Singer Mfg. Co. Stock, Nat'l Wall Paper Co.
STOCK BOUGHT BY
DAVID PFEIFFER, 18 Wall St.

$350,000 WANTED ON FIRST ISSUE ELECTRIC railroad bonds; 5 per cent. principal and interest guaranteed. Address Bonds, Box 209 Times Office.

MEETINGS AND ELECTIONS.

Office of the
TENNESSEE COAL, IRON AND RAILROAD CO.,
Tracy City, Tennessee, July 18, 1898.

TO THE STOCKHOLDERS:

Notice is hereby given that a Special Meeting of the Stockholders of this Company has been called, and will be held at the office of the Company, Tracy City, Tennessee, on Thursday, the 15th day of September, 1898, at one o'clock in the afternoon, the purpose of such meeting being to enable the Stockholders to determine whether they will or will not approve certain contracts, deeds, and conveyances, with and to the Alabama Steel and Ship Building Company, of the State of Alabama, by and from this Company, and constituting a disposition of part of the property of this Company, and authorizing and confirming the action of the Board of Directors in acquiring the stock and bonds of said Alabama Company, all as authorized by the laws of the State of Tennessee, and also by the special act passed by the Legislature of the State of Alabama February 10, 1898, conferring special powers on this company. By order of the Board of Directors.

JNO F. FLETCHER, JR., Secretary.

Philadelphia Banker's Son Hurt.

NARRAGANSETT PIER, R. I., Aug. 7.—There was a serious runaway accident here at midnight Saturday. Mr. Henry Welsh, son of John L. Welsh, a prominent Philadelphian and banker, was severely injured and suffered concussion of the brain. Mr. Welsh was driving to his home at Shadow Farm, and collided on the Ocean Road, almost opposite the Revere Hotel, with J. F. A. Clarke's four-in-hand coach, which was returning from the Casino. Welsh was taken to the hotel and cared for by Drs. King of Baltimore, Joseph Leidy of Philadelphia, and L. F. Pitkin of New York. To-day he is in a critical condition at Shadow Farm.

THE FINANCIAL MARKETS

There are many plain indications that stocks—the dividend-paying railway shares—have begun to follow the pace which the bond market is setting. Last week's stock markets were encouraging ones, and interests identified with the stock division were much elated over the healthful broadening tendencies which the market showed.

⁂

Most significant of all features in the Wall Street situation is the excellent character of the buying. The market would not be led by such stocks as Northwest and Burlington and St. Paul and Rock Island and the Pacific if this were an unnatural upward movement brought about by the manipulation of professional operators. Other stocks, specialties, are selected by manipulators. It is the investor and the financial interests who do not buy to sell out with a mere point or two gain who buy the high-class railroads.

⁂

With peace definitely agreed upon, Wall Street will be able to give its undivided attention to those great underlying factors in the American situation which have hitherto been only superficially considered. True, their existence is well known, but it is doubtful if the Street, generally speaking, has as yet realized their full import. The leaders in Wall Street are the men who have recognized the several great bull factors, and it has been these men who have been buying stocks. The rank and file of the Street as well as the Street's public have been giving their time and attention to the war and to the progress of the peace negotiations. As yet, practically no buying of securities has come from these quarters.

ONE CONFIDENT BULL.

Mr. F. M. Dick of the Stock Exchange house of Dick Brothers & Co. is outspokenly bullish on the market. He believes that Wall Street is upon the eve of a period of great buoyancy and activity, and he looks to see all of the dividend-paying railroad shares considerably higher within the next sixty days. Mr. Dick said to a representative of THE NEW YORK TIMES:

"The bull movement has been inaugurated and I believe it will continue. Commission houses are becoming more and more conspicuous in the buying and stocks are making new records. Shares of the highest character are leading the market.

"For some days past the pace has been rapid, and, of course, at any time a reaction may be looked for. But in a bull movement such as this reactions do not count for much. They make the market all the safer, and they enable those speculators who have been left out to get in.

"Not only London, but Continental markets are beginning to show more interest in American securities. I hear of buying orders from Germany in Norfolk and Western 4s.

"As yet the general public is only nibbling, but it looks as though at any time we might see great outside business. When that does develop, the market will soar.

"With the fine crop prospects, with the sound condition of business, with the large gold output and income, and with the practical termination of the war, the speculative position to-day is an ideal one. Up to ten days ago the market was apathetic and refused to respond to any good news. Now it is the reverse. The slightest attempt to move prices or to interest buyers meets with quick response.

"Never in the history of the country have our securities been so largely owned by ourselves. In last year's bull market London sold many stocks. Now they have but few more to sell.

"By means of this Spanish war we have been advertised all over the world as a great nation both in our fighting strength and in our commercial supremacy. And every one knows that good advertising always brings its results."

BROOKLYN RAPID TRANSIT.

Now that it is known that Brooklyn Bridge is not to fall into the East River just yet, and now that the trolley cars running over the bridge have been exonerated from all blame of having buckled one of the bridge's stays, bear oracles will be obliged to seek out some other argument with which to try and offset the natural bull influences that are at work upon Brooklyn Rapid Transit stock. These influences—the road's steadily increasing earnings and the probability of an early announcement of the deal with the Nassau Company which will give to Brooklyn Rapid Transit a monopoly of the Brooklyn street railway field—have already brought about a powerful bull sentiment on the stock, which has shown itself in the recent buying by commission houses as well as by inside interests.

THE PACIFIC STOCKS.

Throughout Wall Street there is general confidence in the Pacific stocks, especially in Northern Pacific preferred and Union Pacific preferred. Among interests identified with both these properties there is now, as there has been for a long time past, entire confidence in continued heavy earnings, in new dividends to be declared in the near future, and in very much higher prices for the stocks. And judging from Wall Street gossip and Wall Street sentiment, as expressed by representative commission house brokers, the Pacific stocks have at the moment more friends than any two other stocks on the list.

NEW YORK CITY BONDS.

Apropos of the big sales of New York City bonds to take place to-day, Messrs. Leland, Towle & Co. say:

"The investing public should understand that the city authorities of New York, after an exhaustive investigation into the legality of bonds issued by the outlying municipalities consolidated into the present City of New York, have accepted and registered a large amount of such bonds as legal obligations of the City of New York, under authority of law conferred upon them by Sections 5 and 172 of the present city charter, which explicitly provides that the present city shall assume and pay all legal debts of the various municipalities now constituting the City of New York. These bonds, therefore, being a lien on every dollar's worth of taxable property in the city, afford the same security to investors as that of any other New York City bonds heretofore issued or to be issued."

THE GOLD TIDE.

In discussing the probable extent of gold shipments to the United States, The London Statist says:

"How much gold the United States will be able to take cannot yet be determined, but the amount will be considerable. American farmers are already drawing money from New York in payment for their wheat, and the New York banks may soon be compelled to replenish their reserves by drawing upon London. Our indebtedness to the States will this year be increased by the continued small purchases of our goods by the American people, and the relatively few American tourists visiting Europe. Thus we shall owe very much more than usual. Moreover, this year we shall probably be unable and perhaps unwilling to pay our debts in securities, as we largely did last year, as firstly, the amount of American securities in Europe is greatly reduced compared with what it was a few years ago, and, secondly, with America prosperous our investors may desire to retain what they hold. Hence there are apparently only two ways of paying for our wheat and cotton—one, by [illegible] raising the value of money in London to a point which will induce some of the money to be left here for employment. Both these courses will probably have to be adopted. By sending gold the value of money in London will advance, and shipments may be checked, while capital will be attracted from other quarters. Still, a good deal of gold may go and a relatively high rate of discount may be witnessed before the drain is stopped."

PROPOSALS. PROPOSALS.

PROPOSALS FOR
$12,688,992.36
OF
3½% Corporate Stock
OF THE CITY OF NEW YORK.

Exempt from All Taxation in the State of New York, Except for State Purposes.
Principal and Interest Payable in Gold.

EXECUTORS, ADMINISTRATORS, GUARDIANS, AND OTHERS HOLDING TRUST FUNDS ARE AUTHORIZED, BY CHAPTER 65 OF THE LAWS OF 1889, TO INVEST IN THIS STOCK.

SEALED PROPOSALS WILL BE RECEIVED BY THE COMPTROLLER OF THE CITY OF NEW YORK, at his office, No. 280 Broadway, in the City of New York, until

Monday, the 8th Day of August, 1898, at 2 o'Clock P. M.,

for the whole or a part of the following-described coupon or registered stock of the City of New York, bearing interest at the rate of **three and one-half per cent.** per annum, to wit:

$300,000.00	Corporate Stock of the City of New York, for the erection and equipment of an addition to the present building of the American Museum of Natural History. Principal payable Nov. 1, 1928.
250,000.00	Corporate Stock of the City of New York, for the erection and equipment of additions to the present building of the American Museum of Natural History. Principal payable Nov. 1, 1928.
50,000.00	Corporate Stock of the City of New York, for constructing bridges over the tracks of the New York Central and Hudson River Railroad at Gerard Avenue, at Walton Avenue, and at River Avenue, and over the tracks of the New York and Putnam Railroad at Fort Independent Street. Principal payable Nov. 1, 1928.
300,000.00	Corporate Stock of the City of New York, for new buildings, etc., for the Department of Correction. Principal payable Nov. 1, 1928.
500,000.00	Corporate Stock of the City of New York, for the extension of Riverside Drive to the Boulevard Lafayette. Principal payable Nov. 1, 1928.
50,000.00	Corporate Stock of the City of New York, for the construction of a public bath on Rivington Street, between Goerck and Mangin Streets. Principal payable Nov. 1, 1928.
500,000.00	Corporate Stock of the City of New York, for the construction of an extension of the building of the Metropolitan Museum of Art. Principal payable Nov. 1, 1928.
60,000.00	Corporate Stock of the City of New York, for paving Jerome Avenue. Principal payable Nov. 1, 1928.
140,000.00	Corporate Stock of the City of New York, for the construction of the Melrose Avenue Viaduct, from East One Hundred and Sixty-third to East One Hundred and Sixty-fifth Streets. Principal payable Nov. 1, 1928.
554,844.83	Corporate Stock of the City of New York, for constructing a bridge over the Harlem River, at Willis Avenue. Principal payable Nov. 1, 1928.
1,620,785.41	Corporate Stock of the City of New York, for school-houses and sites therefor. Principal payable Nov. 1, 1928.
2,000,000.00	Corporate Stock of the City of New York, for the new East River Bridge. Principal payable Nov. 1, 1928.
1,738,362.12	Corporate Stock of the City of New York, for acquiring lands required for a public park, bounded by One Hundred and Eleventh and One Hundred and Fourteenth Streets, First Avenue, and the East River. Principal payable Nov. 1, 1928.
300,000.00	Corporate Stock of the City of New York, for laying water mains. Principal payable Nov. 1, 1917.
350,000.00	Corporate Stock of the City of New York, for the sanitary protection of the sources of the water supply. Principal payable Nov. 1, 1917.
2,000,000.00	Corporate Stock of the City of New York, for the new aqueduct. Principal payable Oct. 1, 1917.
75,000.00	Corporate Stock of the City of New York, for the erection of an addition to the public building in Crotona Park. Principal payable Nov. 1, 1928.
250,000.00	Corporate Stock of the City of New York, for constructing, furnishing, and equipping a court-house for the Appellate Division of the Supreme Court in the First Department. Principal payable November 1, 1928.
50,000.00	Corporate Stock of the City of New York, for the erection and equipment of an hospital building in Gouverneur Slip. Principal payable Nov. 1, 1928.
1,600,000.00	Corporate Stock of the City of New York, for the uses and purposes of the Department of Docks and Ferries. Principal payable Nov. 1, 1928.

The above-described stock is **free and exempt from all taxation in the State of New York,** except for State purposes, pursuant to the provisions of Section 169 of Chapter 378 of the Laws of 1897.

THE PRINCIPAL OF AND INTEREST ON SAID STOCK ARE PAYABLE IN GOLD COIN OF THE UNITED STATES OF AMERICA OF THE PRESENT STANDARD OF WEIGHT AND FINENESS, PURSUANT TO A RESOLUTION OF THE COMMISSIONERS OF THE SINKING FUND, ADOPTED JUNE 9, 1898.

CONDITIONS OF SALE

provided by Section 182 of Chapter 378 of the Laws of 1897:

No proposal for bonds or stock shall be accepted for less than the par value of the same.

Every bidder, as a condition precedent to the reception or consideration of his proposal, shall deposit with the Comptroller in money, or by a certified check drawn to the order of said Comptroller upon one of the State or National Banks of the said city, TWO PER CENT. of the par value of the bonds or stock bid for in said proposal.

No proposal will be received or considered which is not accompanied by such deposit.

All such deposits shall be returned by the Comptroller to the persons making the same within three days after the decision has been rendered as to who is or are the highest bidder or bidders, except the deposit made by the highest bidder or bidders.

If said highest bidder or bidders shall refuse or neglect, within five days after service of written notice of the award to him or them, to pay to the City Chamberlain the amount of the stock or bonds awarded to him or them at their par value, together with the premium thereon, less the amount deposited by him or them, the amount or amounts of deposit thus made shall be forfeited to and retained by said city as liquidated damages for such neglect or refusal, and shall thereafter be paid into the Sinking Fund of the City of New York for the Redemption of the City Debt.

The Comptroller shall determine what, if any, part of said proposals shall be accepted, and upon the payment into the City Treasury of the amounts due by the persons whose bids are accepted, respectively, certificates thereof shall be issued to them, as authorized by law.

The proposals, together with the security deposits, should be inclosed in a sealed envelope, indorsed "Proposals for Bonds of the Corporation of the City of New York," and then inclosed in a sealed envelope addressed to the Comptroller of the City of New York.

For fuller information see CITY RECORD. Copies to be procured at No. 2 City Hall.

BIRD S. COLER, Comptroller.
CITY OF NEW YORK,
DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE,
JULY 26TH, 1898.

MONEY AND EXCHANGE.

Money on call loaned at 1¼@1½ per cent.

Time money, 2½ per cent. for sixty to ninety days, 3 per cent. for four to five months, 3@3½ for six months. Commercial paper rates, 3½@3¾ per cent. for sixty to ninety days' indorsements, 3¾@4¼ per cent. for choice single names, and 4½@5½ per cent. and upward for others.

The Bank of England lost £803,948 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 45.34, became 44.50 per cent. The rate of discount was unchanged at 2½ per cent. The Bank of France gained 1,725,000f gold and 700,000f silver.

Foreign exchange market steady. Posted rates were $4.84½ for sixty days and $4.86 for demand. Actual rates were $4.83¼@$4.83¾ for sixty-day bills, $4.85½ for demand, $4.85¾ for cable transfers, and $4.82½@$4.83 for commercial.

In Continental, Paris francs were quoted at 5.21¼ for long and 5.19⅜ for short, reichsmarks at 91 9-16 and 95⅛@95 3-16, and guilders at 40⅛ and 40 5-16.

New York exchange was quoted as follows: Chicago—10c discount. Boston—8c discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, 25c discount; over counter, 50c premium. St. Louis—Par.

ON THE LONDON EXCHANGE.

LONDON, Aug. 7.—There was a considerable revival in stocks last week, inspired by activity in Paris arising from the peace prospects. Later the Chinese situation induced sales by short-time operators, and even consols lost ⅜. New Baltimore and Ohio securities have been popular. The future of American securities is generally good on account of the belief that the conclusion of peace between the United States and Spain will be followed by general prosperity. Spanish bonds are in demand, and have risen 2½. The abundance of money caused discount rates to become lower. Three months' bills are quoted at 1½ per cent. Call money is a drug at ¼@½ per cent. The weakness is partly due to the firmness of New York exchange.

New Cars on Electric Roads.

The changeability of New York's climatic conditions has induced the management of the Second and Fourth Avenue electric lines to provide its patrons with a safeguard against a sudden cold spell, and in consequence a new kind of car has made its appearance on those roads. It is a half-and-half affair. The forward half of the car is closed and the rear half is open, so that a person riding in the open half can obtain shelter by stepping forward in case of a sudden rain or cold spell. The new vehicle is almost twice as long as an ordinary car, but the wheels are so arranged that no difficulty is encountered in rounding a curve.

DIVIDENDS.

OFFICE OF THE
Northern Pacific Railway Company
MILLS BUILDING,
New York, July 13, 1898.

At a meeting of the Board of Directors held this day there was declared from the net earnings a dividend of ONE PER CENT. on the Preferred Stock of this Company for the quarter ending September 1st, 1898, same to be paid September 6, 1898, to the holders of record of the Preferred Stock at the closing of the transfer books on August 10th, 1898.

For the purpose of such dividend, the transfer books of this company will be closed at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

NORTHERN PACIFIC RAILWAY COMPANY.
By GEORGE H. EARL, Secretary.

23 WALL STREET,
New York, July 13, 1898.

The above dividend of one per cent. will be payable on September 6th, 1898, to holders of record at the close of business on August 10th, 1898, on the books of the Voting Trustees for certificates of Preferred Stock of the Northern Pacific Railway Company. The transfer books of the Voting Trustees for certificates for Preferred Stock will close in New York and Berlin at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

J. P. MORGAN & CO., New York.
DEUTSCHE BANK, Berlin.
Agents for Voting Trustees.

184th Dividend.
Bank of the Manhattan Company,
New York, July 28, 1898.

The President and Directors of the Manhattan Company have this day declared a semi-annual dividend of Four Per Cent. out of the earnings of the last six months, payable on and after Wednesday, August 10th, to stockholders of record on August 1, 1898.

Transfer books to remain closed to the morning of August 10.

J. T. BALDWIN, Cashier.

MICHIGAN PENINSULAR CAR COMPANY,
Detroit, Mich.

A dividend of two per cent. on the preferred capital stock of this company will be paid at the office of the Guaranty Trust Company, 65 Cedar Street, New York, on Saturday, August 27th, the same to complete payment of dividend No. 9 and to apply on account of dividend No. 10 past due. Transfer books will close on Friday, August 19th, and reopen on Monday, August 29th, 1898.

W. J. McBRIDE, Secretary.

West Chicago Street Railroad Co.,
54 Wall St., New York, Aug. 1, 1898.

The Board of Directors of this company have this day declared the Regular Quarterly Dividend of One and One-half Per Cent. on its capital stock, payable Aug. 15, 1898, at the office of the company in New York or Chicago, to stockholders of record. Transfer books will close Aug. 5 and reopen Aug. 16.

L. S. OWSLEY, Treasurer.

FORT WAYNE & JACKSON R. R. CO.

The semi-annual dividend due Sept. 1, 1898, on the preferred capital stock of the Fort Wayne and Jackson R. R. Co., will be payable on and after that date at the office of the Farmers' Loan & Trust Co., New York. The transfer books will be closed from August 18th to September 2d, 1898.

EDWIN S. MARSTON, Treasurer.

RUN DOWN BY A TROLLEY CAR.

Jennie Papinto, twelve years old, of 91 Mulberry Street, was run over by a trolley car at Loop No. 4 on the New York end of the Brooklyn Bridge yesterday afternoon and her right leg was so badly crushed that the member was amputated at Gouverneur Hospital.

John Hurly, twenty-four years old, of 222 Palmetto Street, Brooklyn, the motorman of the car, which was of the Coney Island route of the Brooklyn Heights Road, was arrested by Bridge Policeman McCanith and locked up in the Oak Street Station.

It is claimed that the child's mother attempted to lift her on the car, which did not stop until it had rounded the curve.

Chicago Man Reported Drowned.

WINNEPEG, Manitoba, Aug. 7.—A Rat Portage (Ontario) dispatch says word has reached there that D. M. Tracey of Chicago, a nephew of J. C. Foley, was drowned [illegible]

THE COMMERCIAL WORLD.

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.79
Corn, No. 2 mixed	.39½
Oats, No. 2 mixed	.28⅝
Flour, Minnesota patents	$4.70
Cotton, middling	6 1-16
Coffee, No. 7 Rio	.06
Sugar, granulated	.05⅝
Molasses, O. K. prime	.30
Beef, family	10.50
Beef hams	21.25
Tallow, prime	.03¾
Pork, mess	9.75
Hogs, dressed, 160 lb.	.05⅝
Lard, prime	5.55
Iron, No. 1 Northern foundry	11.25
Butter, creamery, Western	.19

CHICAGO, Aug. 5.—Flour steady; Winter patents, $3.65@$3.75; Spring, special brands, $4.75; Minnesota hard, $4.30@$4.50; soft patents, $4.20@$4.30; hard straights, $4.10@$4.15; No. 2 Spring wheat, 70c; No. 3 Spring wheat, 68@75c; No. 2 red, 75c; No. 2 corn, 33⅜@33⅝c; No. 2 oats, 22¼c; No. 2 white, 28@29c; No. 3 white, 26@28c; No. 2 rye, 46½c; No. 2 barley, 41c; No. 1 flaxseed, 92@92½c; prime timothy seed, $2.50@$2.60; mess pork, per barrel, $8.05@$9; lard, per 100 lb, $5.27½@$5.30; short-rib sides, (loose,) $5.10@$5.25; dry-salted shoulders, (boxed,) 4⅝@4¾c; short clear sides, (boxed,) $5.60@$5.80; Sugars, cutloaf, $6.02; granulated, $5.52.

COTTON.

Operations on the Cotton Exchange continue on exceptionally narrow lines, with room traders in control. Fluctuations in Saturday's market were confined to a meagre 3 points, and at no time did trading reach a semblance to old-time speculative energy. The cable news was of indifferent purport, and the weather and crop news about met expectations, leaving the crowd with nothing tangible on which to base an opinion. The more timid investors were inclined to fight shy of the market under any circumstances, fearing further political complications in connection with the settlement of the Philippine affair, and a possible rupture in the diplomatic relations of England and Russia over the China question. The future market closed quiet, with prices 1 to 2 points net lower.

The market for spot cotton ruled quiet, and closed dull and easy, with quotations unchanged, on the basis of 6 1-16c for middling upland and 6 5-16c for middling Gulf.

Southern spot markets, middling: Savannah, 5⅝c; Augusta, 6@6 1-16c; Charleston, 5½c; Mobile, 5⅝c; Memphis, 5⅝c; St. Louis, 5⅝c; New Orleans, 5 11-16c; Galveston, 5 11-16c; Norfolk, 5⅞c; Baltimore, 6⅛c; Wilmington, 5⅝c.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
August	5.88	5.88	5.88	5.87@5.88
September	5.94	5.94	5.92	5.91@5.92
October	5.98	5.98	5.95	5.95@5.96
November	5.98	5.98	5.98	5.98@5.99
December	6.02	6.02	6.02	6.02@6.03
January	6.07	6.07	6.04	6.05@6.06
February	6.08	6.08	6.08	6.08@6.09
March	6.12	6.12	6.12	6.12@6.13
April	..	..	..	6.15@6.17
May	6.18	6.18	6.18	6.18@6.20

LIVERPOOL, Aug. 6.—Middling upland, 3 15-32d; January and February, 3.20b; February and March, 3.21s; March and April, 3.21½b; April and May, 3.22½s; May and June, 3.23b; August, 3.24½b; August and September, 3.23b; September and October, 3.21½b; October and November, 3.21s; November and December, 3.20v; December and January, 3.20b.

FUTURES.

NEW YORK PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
September	72⅝	73 9-16	72 5-16	73⅛
December	70⅝	71½	70⅝	71½
Corn—				
September	38	38	37⅞	37⅞
December	..	..	..	38½
Oats—				
September	..	..	..	26¼
Lard—				
September	..	..	..	5.65

CHICAGO PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
September	67¾	68⅝	67¾	68⅛
December	66	67	66	66¼
May	36¼	36 5-16	35 13-16	35⅞
Corn—				
September	33¼	33⅜	32 15-16	33⅛
December	34	34 1-16	33¾	33⅞
May	36¼	36 5-16	35 13-16	35⅞
Oats—				
September	21⅜	21½	21⅛	21⅛
May	24⅝	24⅝	24	24
Lard—				
September	5.35	5.37½	5.32½	5.32½
October	5.40	5.40	5.37½	5.37½
Ribs—				
September	5.27½	5.27½	5.20	5.22½
October	5.30	5.30	5.22½	5.25
Pork—				
September	9.10	9.10	8.97½	9.00
October	..	..	..	9.00

BREADSTUFFS.

Wheat.

Once again bull traders were thoroughly in control of the wheat market, prices closing officially 1@1¼c net higher, with still further advancement noted on the curb. The covering by local talent was particularly heavy, conditions surrounding the market being such as to discourage the maintenance of short accounts over until to-day. All the bullish features noted early in the week were in force again Saturday, with additional bull helps in the shape of rains in the Northwest and weekly clearances practically twice as large as those of the previous week.

DULUTH, Aug. 6.—No. 1 Northern, 88c bid; September, 69c; December, 65½c.

MILWAUKEE, Aug. 6.—No. 1 Northern, 86c; No. 2 Northern, 84c; September, 86¾c.

MINNEAPOLIS, Aug. 6.—August, 88c; September, 66⅝@66¾c; December, 64½@64⅝c. On track—No. 1 hard, 89¾c; No. 1 Northern, 88¾c; No. 2 Northern, 85¾c.

Oats.

No. 2, 28¼@28½c; No. 3, 27¼c; No. 2 white, clips, 33c; No. 2 white, 32½c; No. 3 white, 31½c; track, mixed, 28@29½c; track, white, 34@38c.

Miscellaneous.

RYE—No. 2 Western, 52c, free on board, afloat, and 47c, cost, insurance, and freight, Buffalo; State rye, 47c, cost, insurance, and freight, New York. BARLEY—Old malting, 46c, cost, insurance, and freight, Buffalo, and new, 49c; feeding, new, 34@35c, cost, insurance, and freight, Buffalo.

Flour and Meal.

Spring patents, $4.50@$4.85; Winter straights, $4@$4.40; Winter patents, $4.10@$4.50; Spring clears, $3.40@$3.60; extra No. 1 Winter, $3.40@$3.60; extra No. 2 Winter, $3.15@$3.40; no grade, $1.75@$1.80. RYE FLOUR—$2.45@$2.90. CORN MEAL—Kiln dried, $2.20@$2.30, as to brand. BAG MEAL—Fine white, 85@90c; fine yellow, 80@85c; coarse, 75@76c. FEED—40, 60, and 80 lb Winter, in bulk, 65@75c; Spring, bulk, 65@70c; to arrive, 65@67½c; milling, bulk, 80@90c; rye feed, 65@67½c; city feed, 70@75c; hominy chop, 65c; oil meal, $24@$24.50; screenings, 40@90c.

MINNEAPOLIS, Aug. 6.—Flour—First patents, $4.25@$4.35; second patents, $4.10@$4.20.

PROVISIONS.

PORK—Mess, $9.75@$10; family, $12@$12.50; short clear, $11.50@$13.50. BEEF—Mess, $9.50; family, $10@$11; packet, $10@$10.50; extra India mess, $15@$15.50. BEEF HAMS—$21@$21.50. DRESSED HOGS—Bacons, 5½c; 180 lb, 5¼c; 160 lb, 5⅝c; pigs, 5⅝c. CUT MEATS—Smoking bellies, 7c; 10 lb, 6¼@6⅜c; 12 lb, 6¼@½c; 14 lb, 6@6¼c; pickled shoulders, 4½c; pickled hams, 7½@8c; Western green, 16 lb, 7c; Western S. P., 6⅞c. TALLOW—City, 3¼@3⅜c; country, 3⅜@3⅝c. LARD—$5.55; city lard, $5@$5.15; refined, South America, $6.20; Continent, $5.75; Brazil kegs, $7.25; compound city, 4⅝c; Western, 4½c. STEARINE—Oleo, 5c; city lard stearine, 6¼@6⅜c.

LIVERPOOL, Aug. 6—Close—Beef, extra India mess, 65s; prime mess, 57s 6d. Pork—prime mess, fine Western, 51s 3d; prime mess, medium Western, 48s 9d. Hams—Short cut, 14 to 16 lb, 38s. Bacon—Cumberland cut, 28 to 30 lb, 27s; short rib, 20 to 24 lb, 31s; long clear middles, light, 35 to 38 lb, 30s; long clear middles, heavy, 40 to 45 lb, 29s 6d; short clear backs, 16 to 18 lb, 29s; clear bellies, 14 to 16 lb, 33s; shoulders, square, 12 to 14 lb, 25s. Lard—Prime Western, 27s. Cheese—American, finest white and colored, 37s. Tallow—Prime city, 19s 6d.

COFFEE.

Speculation in coffee futures Saturday was very light and restricted almost entirely to the evening up operations of the local contingent. The first call developed a steady feeling, with prices unchanged. There was practically no variation in quotations during the rest of the session, with the market finally quiet at unchanged prices to 5 points net lower. Total sales were 5,000 bags.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
August	..	..	..	5.35@5.40
September	..	..	..	5.45@5.50
October	..	..	..	5.45@5.50
November	..	..	..	5.50@5.55
December	5.65	5.65	5.65	5.60@5.65
January	..	..	..	5.65@5.70
February	..	..	..	5.70@5.75
March	5.85	5.85	5.80	5.75@5.80
April	..	..	..	5.80@5.85
May	5.95	5.95	5.90	5.85@5.90
June	6.00	6.00	5.95	5.90@5.95
July	..	..	..	5.95@6.00

FOREIGN MARKETS—Santos—Good average, 7$500. Hamburg—Closed; [illegible] ary, $7.00; March, $7.25; April, $7.50; May, $7.50; June, $7.75; July, $7.75; August, $8.25; September, $8.25; October, $8.25; November, $8.50; December, $8.75.

SUGAR.

Centrifugal, 4 3-16c; muscovado, 3⅝c; molasses sugar, 3⅜c.

METALS.

Iron—Northern, No. 1 foundry, $11.25; Southern, No. 2 soft, $10.25; steel rails, $18.50; pig iron warrants, $6.65; lake copper ingot, 11.50c; tin, 15.85c; lead, 3.75c; spelter, 4.55c.

WOOL.

Current quotations for foreign and carpet wools, based on Wool Exchange official classification, as as follows: Foreign—Port Philip, combing, 32@36c; clothing, 25@30c; Adelaide, combing, 4@26c; New Zealand, clothing, 24@26c; fine crossbred, 27@29c; Cape, clothing, 18@20c; combing, 19@21c; Mont., merino, 21@23c; primera, 22@24c. English, Irish, and Canadian—Irish, hogs, 31@32c; wethers, 30@31c; Shropshire, hogs, 31@32c; wethers, 30@31c; Sussex, tegs, 32c; ewes, 30@31c; Canadian, combing, 30@31c. Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; fawns, 20@21c; whites, 22@23c; Bokhara, colors, 13½@14c; whites, 15@16c; camel's hair, Russian, 13@13½c; China, ordinary, 11@14c; combing, 15@17c; Cordova, 14@14½c; Donskol, Autumns, 17c; combing, 23@25c; colors, 20@23c; lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria, and Vicaneer, 24@27c; East India, Kandahar, 22@25c; East India, carpet filling, choice, 17@18c; carpet filling, low, 12@15c; Georgian, B. O., 16@17c; B., 14@16c; B. S., 13@15c; Karadi, choice, 17@18c; ordinary, 15@17c; Khorassan, colors, 14½c; white, 18@19c; mohair, Turkish, 42@46c; Mossul, washed, 17@19c; unwashed, 14c; Oporto, 19c; Salonica, 12@13c.

NAVAL STORES.

Tar, regulars, $1.85@$1.95; tar oil, barrels, $3.62½. Pitch, $1.85. Spirits of turpentine, 28@28½c. Resin, common to good strained, $1.35; E, $1.45; F, $1.55; G, $1.65; H, $1.75; I, $1.80; K, $1.90; M, $1.90; N, $2.10; W G, $2.20; W W, $2.30.

CHARLESTON, S. C., Aug. 6.—Turpentine, 24½c. Resin unchanged.

WILMINGTON, N. C., Aug. 6.—Spirits of turpentine, 25½@26c. Resin, $1@$1.05. Crude turpentine, $1, $1.50, and $1.50.

SAVANNAH, Ga., Aug. 6.—Spirits of turpentine, 26c. Resin—A, B, C, D, $1.05; E, $1.10; F, $1.20; G, $1.30; H, I, $1.40; K, $1.45; M, $1.50; N, $1.75; W G, $1.90; W W, $2.35.

OILS.

Prime crude, 19c, nominal; prime crude, free on board, mills, 16@17c; prime Summer yellow, 23½@24c; off Summer yellow, 23½c; butter grades, 27@29c; prime Winter yellow, 28@29c; linseed, American, raw, 35@36c; American, boiled, 37@38c; Calcutta, raw, 54c; lard oil, choice, 47@50c.

LIVE STOCK.

BEEVES—No trading; feeling steady; cables slow; live cattle, 10@11c; dressed weight; refrigerator beef, 9c per lb.

CALVES—Veals, $5@$6.25; buttermilks, $3.50; car of Southern grassers sold at $2.25; city-dressed veals, 8@10c per lb.

SHEEP AND LAMBS—Sheep, $3@$4.75; lambs, $6.25@$7.40, mainly $6.85@$7.40; culls, $5.50.

HOGS—No sales; feeling steady.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division—Recess.

SUPREME COURT—Appellate Term—For the hearing of appeals from City Court and Municipal Courts. Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Beekman, J.—Opens at 10:30 A. M. Litigated motions.

1—Worch vs. Met. St. Ry. Co.
2—Hopkins vs. Carroll.
3—Same vs. Jones.
4—Same vs. Brown.
5—Same vs. Moran.
6—Same vs. Brady.
7—Brighton Beach Racing Assn. vs. Rhoads.
8—Hopkins vs. Rhoads.
9—Same vs. Pitkin.
10—Same vs. Phelan.
11—Same vs. Thompson.
12—Same vs. Linch.
13—Same vs. Casey.
14—Same vs. Berry.
15—Same vs. Morris.
16—Same vs. Loew.
17—Same vs. Washington.
18—Same vs. Hard.
19—Same vs. Phillips.
20—Same vs. Dessar.
21—Cohen vs. Goldberg.
22—Cole vs. Coler.
23—Jay vs. Gebhardt.
24—In re Glomb.
25—Collins vs. Ford.
26—In re Vedder.
27—Shaver vs. Int. Standard Gas Mfg. Co.
28—Garrison vs. same.
29—In re Crane St.
30—Kammerer vs. Gilbert.
31—Kahn vs. Constant.
32—Brooks vs. Henderson.
33—In re Kronethal.
34—Selkowitch vs. Selkowitch.
35—Garfield Nat. Bank vs. Dolge.
36—Central Nat. Bank vs. Bennett Mfg. Corporation.
37—Lyon vs. Jones.
38—People, &c., vs. Levy.
39—Zeller vs. Zeller.
40—In re Pier 39, E. R.
41—In re Bank and Bethune Sts.
42—In re Watts and Canal Sts.
43—People ex rel. O'Shea vs. Lantry.
44—Savin vs. Savin.
45—Lavelle vs. Ponds.
46—Sommers vs. Busey.
47—Post vs. Nadeau.
48—Hirsh vs. Hoffstadt.
49—In re Lamprecht.
50—In re Middlebrook.
51—Douglass vs. Grunhut.
52—McLaughlin vs. McLaughlin.
53—Blant vs. Fletcher.
54—Princs vs. Kinnitzer.
55—United Brotherhood of Cloakmakers vs. Sperling.
56—N. Y. & Westchester Water Co. vs. City of N. Y.
57—United Brotherhood of Cloakmakers vs. Frank.
58—Dunconson vs. Husson.
59—In re Loew.
60—Herman vs. Herman
61—Behune vs. German Sav. Bank.
62—Mutual Reserve Fund Life Assn. vs. Meyer.
63—Brown vs. Wier.
64—Clapp vs. Int. Registry Co.
65—Lavelle vs. Ponds.
66—Luikert vs. Muller.
67—Wefelmeyer vs. Wefelmeyer.
68—Mills vs. Gold & Stock Tel. Co.
69—Beekmer vs. Int. Standard Gas Mfg. Co.
70—Cohen vs. Bliss.
71—Orlando vs. Cocchis.
72—Davidson vs. Bramsby.

SUPREME COURT—Special Term—Part II.—Dugro, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VI., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Trial Term—Parts I., II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Arnold, S.—Wills for probate.

At 10 A. M.:
Patrick Delaney.
At 10:30 A. M.:
Antoine Kozak,
James A. Roosevelt,
Robert P. Hoare,
Ida Wolf,
John F. Schenck,
August Steegmann,
Catharine Slaven.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Olcott, J.—Opens at 10 A. M. Held in Part IV. Room, Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

COURT OF GENERAL SESSIONS—Part I.—Newburger, J.—Opens at 10 A. M. Assistant District Attorneys Townsend and Cowan for the People.

1—Philip Greenbaum.
2—Charles Stewart.
3—Albert Beyer.
4—Abraham Levy.
5—George Gardner.
6—Michael Manning, Patrick Dowdell.
7—Patrick Cassidy.
8—Pierce Deegan.
9—William Breene.
10—Willard L. Wilkinson.
11—Charles B. Smith.
Pleadings.
1—James Lane.
2—James Farley.
3—Joseph Joseph.

COURT OF GENERAL SESSIONS—Part II.—Cowing, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and O'Connor for the People.

1—John Sullivan, James Wentworth.
2—William Miller.
3—Frank Dawson.
4—Charles E. Mather.
5—Bernard Waxs.
6—John Vito.

COURT OF GENERAL SESSIONS—Parts III. and IV. adjourned for the term.

Referees Appointed—New York.

SUPREME COURT—Beekman, J.—McLaughlin vs. Mann—Theodore Sutro. Pitcher vs. Muller—C. D. Burrill. Lyman vs. Guertin—Theodore Sutro.

SUPREME COURT—Dugro, J.—Daly vs. Williams—Russell Lord Tarbox.

A Steamer Steward Robbed.

August Klemberg, steward of the steamer Olbie, lying off Harbeek's Stores in Brooklyn, complained yesterday at the Amity Street Police Station that he had been robbed on Saturday night on the steps leading from the Wall Street Ferry to Montague Street. He was met by four men, he said, and one of them knocked him down. He became unconscious, and when he came to his senses he found that he had been robbed of $29 and some valuable papers. Klemberg could not see the men's faces, as the place was dark. He suspects that the robbers were sailors of his steamer, as they knew he had money. The case was put into the hands of detectives.

Child Drowned in East River.

As little Mamie Burns, seven years of age, was stepping from the lighter President to Pier 28 East River last evening her foot slipped and she fell forward. Her head struck against the side of the boat and she fell into the water and sank out of sight. Several young men jumped after her and dived to the bottom, looking for her body, but without success, and later grappling irons were used, but her body could not be found. Her parents have a restaurant at 287 Front Street.

Three Persons Drowned.

BINGHAMTON, Aug. 7.—Yesterday afternoon, while fishing in Cincannatus Lake, Thomas Kelly and Arthur Ticknor, residents of Smithville Flats, attempted to pass from one boat into another, were thrown into the water and drowned, although Ticknor was a good swimmer.

This evening while bathing in the Susquehanna in this city an Italian named Joseph Generaldo, who could not swim, got [illegible]

A NAVY CHAPLAIN'S LIFE

The Rev. H. W. Jones, at the Church of the Strangers, Recounts His Experiences.

THE TEXAS NOT A HOODOO

Incidents of Her Voyage from New York to Santiago and of the Battle with Admiral Cervera's Squadron.

The Church of the Strangers, in West Fifty-seventh Street was filled to discomfort last night with a congregation attracted from all parts of the city to hear Chaplain Harry W. Jones of the battleship Texas tell from the standpoint of an eye witness of the great naval encounter of July 3 off Santiago de Cuba, when Admiral Cervera's fleet was destroyed. Apart from his description of the great sea fight, Chaplain Jones depicted what he termed the duties of a Chaplain on board a United States battleship. He said:

"In the navy we have to live with our congregation—we have to eat with them. They have no use for a man either in the army or navy who is not a soldier, and if he is not one he had better get out. A man in the army or navy has an awful life to lead, but I have never yet found a hypocrite in a blue jacket.

"Immediately after my assignment to the Texas in October, letters of sympathy began pouring in on me from friends who thought the battleship Texas was a hoodoo and would surely sink. So she was a hoodoo for she hoodooed the Spanish fleet.

"On our first trip to Galveston, where the people had read so much in the papers about the Texas, I learned that a certain Congressman in Texas contemplated requesting Congress to change the name of the vessel on the ground that she was a disgrace to his State. Crowds of people clambered aboard to inspect the ship, but it was decided after inspection that she would make a good showing in battle.

"On May 13 last we left Old Point Comfort under sealed orders, and at Charleston found a lighthouse tender awaiting us with orders to proceed to Key West. Here Capt. Phillip wig-wagged Admiral Sampson for information, and the Admiral wig-wagged back, 'You are going to Cienfuegos to bag the Spaniards, and may good luck go with you.' On reaching Cienfuegos we were ordered to Santiago. There we found the St. Louis, Yale, Minneapolis, and another ship, all with fighting colors displayed. The commander of the Yale reported that the Spanish fleet was inside, but that he could not get at it. The Colon and Maria Teresa were at the harbor's mouth, and looked as if they could give us a good fight.

"In order to locate them all the better and draw the enemy's fire, Commodore Schley went within eight miles of the shore. On a subsequent occasion the Massachusetts, under the protection of the Texas's guns, went within 800 yards of the enemy's line. Capt. Phillip, who is one of the most God-fearing men I ever knew, sent for me and asked me to pray that God's protection might rest upon us during the dangerous hours of the night. That's the kind of a man he is. Prayer is said nightly on the New York ever since Capt. Philip instituted the service when he was in command."

Chaplain Jones next told of the happenings in Guantanamo Bay, where the Texas went to coal, and of his hearing Mauser bullets whistling round his head while reading the burial service over four dead marines. In speaking of the insurgents Chaplain Jones said: "Braver, more heroic, and more zealous soldiers I never met in all my life."

Finally, recounting the destruction of the Spanish fleet off Santiago, he said:

"On the morning of July 3, the day on which I was injured by the bursting of a shell, we saw Cervera's fleet coming out. I threw my hat in the air, and, rushing down to the gunners, cried: 'Remember the Maine and free Cuba! We are going to win, boys, though Capt. Philip says "The man who fires the first shot on Sunday is going to get whipped."'"

Before Chaplain Jones could get any further a man sitting close to the sanctuary rail on the left side shouted a loud "'Nit!'"

The Chaplain concluded with a detailed description of the battle.

NEW DIGGINGS IN ALASKA.

Rich Placer Mines Found in Three Different Places—Scarcity of Yukon Pilots.

TACOMA, Washington, Aug. 7.—Three important gold strikes, the first made this season, are reported by returning Klondikers. The first was made on Clear Creek, thirty miles from the McQueston River, which flows into the Stewart ninety-five miles above where the latter empties into the Yukon. Surface dirt yielded 90 cents to the pan, and a Mine Inspector was called from Dawson, 200 miles away, to make a survey and record claims. Four thousand men are prospecting Stewart River and Henderson Creek.

Steamboat Creek, three miles above Fort Selkirk, is the scene of another rush. July 12, 140 claims had been staked and prospectors were getting pay dirt a little below the surface.

The third strike is on Coal Creek, ten miles south of Circle City, in American territory. Coal was found there last Winter. While working the coal vein six weeks ago prospectors discovered gold diggings that are proving richer than the Birch Creek district, beyond Circle. The surface dirt pays from 30 to 90 cents per pan, and sluices can be emptied directly into the Yukon. Prospectors are greatly encouraged by the strikes.

News came to-day that sixty heavily armed men, including many of the richest Klondikers, have reached Lake Bennett, bringing a large amount of treasure. Fearful of getting stranded on the Lower Yukon bars, they organized this expedition to bring their gold up the Yukon and out by way of Skaguay. They are due here this week.

Twelve to fifteen Yukon River steamers which reached St. Michael late in July may not reach Dawson this season for lack of competent river pilots. Some of them have sent couriers up to Yukon to secure pilots, and in the meantime can go only short distances up the river. Pilot wages have advanced from $50 to $75 a day. The old companies have all the competent ones engaged.

Th steamer Alliance has arrived with 112 Klondikers and $600,000 in treasure.

Man Stabbed in East Eleventh Street.

Tony Lascolzo of 395 East Twenty-fourth Street, was stabbed and probably fatally injured last night by Jocquin Murino, at 333 East Eleventh Street. Lascolzo went to visit friends in the Eleventh Street house who live on a floor directly above the one occupied by Murino. There were flowers on the window sill, and while they were being watered, some of the water fell on Murino who was looking out of his window. Later Lascolzo and Murino met in front of the house and Murino accused Lascolzo of throwing the water. The men came to blows, and Murino, drawing a stiletto, plunged it into his opponent's breast. The outcry that followed attracted a policeman who arrested Murino. The injured man was removed to Bellevue, and it was not thought he could live.

A BLUE AND GRAY ENCAMPMENT.

Survivors of Pickett's Division Guests of Philadelphia Veterans.

PHILADELPHIA, Penn., Aug. 7.—Confederate veterans, survivors of Pickett's Division, and invited guests numbering in all 109, arrived in this city early today to attend an encampment of Union and Confederate soldiers, which is to take place this week on the New Jersey side of the Delaware River.

Mrs. Pickett, the widow of Gen. Pickett, accompanied the Southern soldiers. The entire party, accompanied by a delegation of Union veterans, attended the morning services at the Cathedral of St. Peter and St. Paul, and in the afternoon visited the scene of the encampment.

Two Killed by Powder Explosion.

SCHENECTADY, Aug. 7.—Luigi Conde and Luigi Dellilo, two Italians, fireworks manufacturers, while smoking this morning allowed a spark to fall into some powder. There was a terrific explosion, and both men were killed.

IN THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway:

By Adrian H. Muller & Son, foreclosure sale, Stephen H. Olin, referee, southwest corner of Seventh Avenue and Fifty-seventh Street, runs west 114.11½ by south 89 by east 15.2 by south 13.3 by east 100 by north 100.4¾, seven-story brick hotel and apartment house, known as the Grenoble. Due on judgment, $371,825.

By Peter F. Meyer & Co., foreclosure sale, Henry P. McGown, referee, 155 and 157 Wooster Street, west side, 94.11 feet south of Houston Street, 50 by 100, eight-story brick building, with stores and lofts. Due on judgment, $18,152; subject to other mortgages for $83,000.

By Peter F. Meyer & Co., sale by order of the Sheriff, 3,116 and 3,118 Jerome Avenue, northeast corner of Potter Place, 50 by 100, two three-story frame dwellings, with stores; all title and interest of Samuel Wright on Feb. 14, 1898.

FAITH AND SALT WATER CURE.

Greenville, on the Near Jersey Shore, Winning a Reputation for Its Peculiar Rites.

Greenville, a few miles out of Jersey City, has been winning fame in the last few days as a place where the prayers of the saints and the waters of New York Bay have been working miraculous cures. The worshippers there believe that it is destined to become to America what Lourdes and a few other shrines are to the devout of Europe.

The fourteenth anniversary of the Chapel of the First Born is being celebrated at the Mount Zion Sanctuary, Chapel Avenue and New York Bay. Hundreds of believers in the faith cure have come from all directions to participate, and men and women suffering from chronic diseases and lameness come to try the effect of prayers and immersion after having lost time and money on the physicians of the schools only to be told that they were hopeless "cases."

The services began Thursday, when the crowd that thronged the chapel vented its emotions in hymns, prayers, and hallelujahs, and listened to recitals of the wonderful things done in answer to prayers.

"Only believe that the Lord will give you what you ask, provided it is good for you," urged a middle-aged woman, with the fire of enthusiasm in her eyes, "and you will surely receive it sooner or later. Many is the request I made to the Lord with my eyes directed to the throne and my heart full of faith, and thank God the answer came."

"Hallelujah!" came from all parts of the house, and a believing brother added: "Before they call I will answer and while they are yet speaking will I hear."

Services were continued Friday morning, and after the opening prayer by Pastor Hancock, "Sister" Antoinette Jackson delivered a stirring address on cure by faith and visions. "Fifteen years ago," she said, "when I attended a meeting of the believers at Long Branch I had a vision of the picture that surrounds me here. I knew then that Mount Zion Sanctuary would become the haven of the constantly growing army of believers. Have courage and falter not, my friends. Believe that Jesus can and will cure you when you pray, and you will be made whole as in the days when His blessed feet trod the ground in Palestine."

Then pastor and congregation walked out to the shore of the bay. Pastor Hancock dressed in a flowing black robe, and, with a silk hat on his head, walked out into the shallow water up to his knees. A hymn was sung and scores pressed forward at his invitation, many of them limping with rheumatism, some hobbling along with crutches. Martha Dougherty, a feeble old woman, made her way on crutches with difficulty. But when she had been immersed in the cool waters she felt so refreshed that she easily made her way back to dry land, feeling that a miracle had been accomplished.

Another lean little man, who looked as though he was far gone in consumption walked out for baptism.

"Once more," he called out to the pastor after being immersed, and down he went again. Whether some cure had actually begun in the man's breast, or whether a sick, overheated man's system had been merely temporarily stimulated by the refreshing salt water, the consumptive walked back to land singing a hymn of praise and looking very much better than he had a few minutes before.

AN ALLEGED ELOPEMENT.

A New Rochelle Man Leaves His Wife Destitute.

NEW ROCHELLE, N. Y., Aug. 7.—Justice Swinburne of this village to-day issued a warrant for the arrest of Robert Coleman, twenty-eight years of age, of Warren Street, on a charge of abandonment, made by his wife. He left her and his two children last Wednesday, and since then has not been seen in New Rochelle. A young woman, Sarah O'Neil, twenty-two years old, disappeared the same evening, and Mrs. Coleman thinks that her husband eloped with her.

Coleman was the superintendent of the property of William R. Bergholz on Lathers Hill. Mr. Bergholz is United States Consul to Erzroum, Turkey. Mr. Coleman was his confidential man. Sarah O'Neil was Mrs. Bergholz's maid. When Coleman left on Wednesday he told his wife that he was going to see a lawyer in order to pay the interest on a mortgage. He left on his bicycle. Mrs. Coleman went out to the Bergholz estate, and there learned of the attentions paid Sarah O'Neil by her husband. She decided from the information furnished her by the employes that her husband and the O'Neil girl went off together.

Coleman was well thought of here, and his alleged elopement caused much surprise when it became public this evening. Sarah O'Neil is Irish and pretty. Mrs. Coleman is in destitute circumstances and may have to be taken care of by the authorities.

LOST FORTUNE, ENDED LIFE.

A Brooklyn Tailor Killed Himself After Business Reverses.

Morris Jacobs, a merchant tailor, who lived at 8 Court Square, Brooklyn, killed himself yesterday afternoon by inhaling gas. He came from Germany several years ago, bringing with him $30,000, and started a merchant tailoring business in Fulton Street, near Clinton. Business prospered for a while, but the tide changed and he gradually lost all he possessed.

He had become very despondent of late, and repeatedly threatened to shoot himself. He sent his wife and children to Coney Island yesterday, and when they returned Mrs. Jacobs smelled gas in the hallway. She ran out and called three men and Policeman Horohoe, who broke in the door of the room where Jacobs was, and found him lying unconscious in bed. An ambulance was summoned from the Long Island Hospital, and Surgeon Stimson worked for a whole hour over Jacobs, but without avail.

OUR TRADE WITH CANADA.

The Subject Discussed at a Meeting of British Statesmen.

OTTAWA, Ontario, Aug. 7.—An important Government conclave took place to-day at Rat Portage, Ontario. The participants were Premier Laurier, Clifford Sifton, Minister of the Interior; D. C. Frazer, A. McGregor, and J. T. Bertram, members of Parliament.

The two last named represented the free trade and protection wings respectively of the Liberal Party in Parliament, and were called together to arrange with Sir Wilfrid Laurier a line of policy in regard to the trade question at the Quebec conference.

Burglars Rob a Hoboken Church.

Burglars entered the Roman Catholic Church of Our Lady of Grace in Hoboken some time between Saturday and yesterday morning. They robbed the poorboxes, taking all they contained to the amount of several hundred dollars. The church was repainted on Friday and some of the windows were left open for the place to dry. The thieves gained an entrance by means of a ladder.

APARTMENTS TO LET—UNFURNISHED.

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Elevated station 140th St.

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AUCTIONEER. AGENT.
Geo. R. Read
REAL ESTATE,
10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

INSTRUCTION.

J. H. MORSE'S SCHOOL FOR BOYS, 423 Madison Av., N. Y. Reopens Monday, Oct. 3. Boys thoroughly prepared for all Colleges and Scientific Schools. Summer address of Principal until September 17th is Cotuit, Mass.

PENNINGTON (N. J.) SEMINARY.—Convenient to New York, Philad'a, Balt., and Wash'n. Both sexes. 60th year. Healthful. Beautiful. 16 teachers, 12 courses. $286 a year. For beautifully illustrated catalogue address THOMAS O'HANLON, D. D., President.

FRIENDS SCHOOL FOR BOTH SEXES.—Founded in 1784. Excellent home. Students from 18 States. All denominations. Thorough work in English, Science, Classics, Music, and Art. Address AUGUSTINE JONES, LL. B., Providence, R. I.

The Misses Hickok's School for Girls
Suburban to New York City. Lectures by professors in Columbia University. Morristown, N. J.

NEW HAMPSHIRE MILITARY ACADEMY, West Lebanon, N. H.—Prepares for all colleges and business. Major B. F. HYATT, A. M., Principal.

COLLEGE PREPARATORY DEPARTMENT OF the Ethical Culture Schools, 669 Madison Av., opens Oct. 3; terms, $200; a few free scholarships. PERCIVAL CHUBB, Principal.

DREW SEMINARY for Young Women and Girls, Carmel, New York. New Music Hall. 33d Year opens Sept. 29. Send for illustrated circular. JAMES M. YEAGER, D. D., President.

The Misses Ely's School for Girls,
RIVERSIDE DRIVE,
85th and 86th Streets, New York.

WILLARD HALL SCHOOL FOR GIRLS REOPENS Sept. 20th. Danvers, Massachusetts.

INSTRUCTION—LAW SCHOOLS.

N. Y. University Law School. Sixty-fourth year opens Oct. 1st, 1898. DAY CLASSES, (LL. B. after two years.) EVENING CLASSES, (LL. B. after three years.) Daily sessions 3:30 to 6 and 8 to 10 P. M. Tuition $100. GRADUATE CLASSES—Fifteen courses; Five required for LL. M. For circulars address L. J. TOMPKINS, Registrar, Washington Square, New York City.

NEW YORK LAW SCHOOL } Day School, 35 Nassau St. Evening School, 9 W. 18th St. "Dwight Method" of Instruction. LL.B. in 2 years; LL.M. in 3 years. Send for catalogue. GEORGE CHASE, Dean.

SURROGATE NOTICES.

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 25th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York. mh28-1aw6mM

BECK, BARBARA.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against BARBARA BECK, late of the City of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 31 Nassau Street, in the City of New York, on or before the 1st day of February next.—Dated New York, the 16th day of July, 1898. GEORGE GOSSMAN, Executor. JOSEPH H. HAYES, Attorney for Executor, 50 and 52 Exchange Place, Borough of Manhattan, City of New York. jy18-1aw6mM

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSE BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City. je27-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for administrator, 115 Broadway, N. Y. f14-1aw6mM

LEAVITT, DAVID.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the County of New York, notice is hereby given to all persons having claims against DAVID LEAVITT, late of the City of Dresden, Saxony, Germany, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 44 and 46 Wall Street, Manhattan Borough, New York City, N. Y., on or before the 30th day of September, 1898.—Dated New York, March 14th, 1898. SHELDON LEAVITT, GEORGE C. KOBBE, Executors. JOHN E. ROOSEVELT, Attorney for Executors, 44 Wall Street, Manhattan Borough, N. Y. City. mh14-1aw6mM

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Att'ys for Administrator, 100 Broadway, Borough of Manhattan, New York ap11-1aw6wM

McKEAN, WILLIAM CHAMBERS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHAMBERS McKEAN, late of the City of New York, deceased, to present the same, with the vouchers thereof, to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 18 Wall Street, in the City of New York, on or before the twenty-second day of September next.—Dated New York, the 12th day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 18 Wall Street, New York City, New York. mh14-1aw6mM

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 18th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City. my18-1aw6mM

SUMMER RESORTS.

Adirondacks.

ADIRONDACK TIME TABLE.

LEAVE GRAND CENTRAL STATION FOR SARANAC LAKE and LAKE PLACID,
8:33 A. M. Through Wagner Parlor Cars via Utica.
7:40 P. M. Through Wagner Sleeping Cars via Utica.
FULTON CHAIN, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 4:30 P. M., 7:30 A. M.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:50 A. M. over D. & H., for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:18 A. M. over Adirondack Division N. Y. C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St. 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.

RUISSEAUMONT, T. E. KRUMBHOLZ.—Lve. N. Y. C., G. C. S., 8:33 AM, 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

STEVENS HOUSE, Lve. N. Y., G. C. S., 8:33 AM., 7:40 PM; ar. 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

LAKE PLACID HOUSE, G. W. CUSHMAN & SON.—Leave N. Y. 8:33 AM, 7:40 PM; ar. 7:10 PM, 7 & 11:30 AM.

PAUL SMITH'S, N. Y.

PAUL SMITH'S, PAUL SMITH HOTEL CO., PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:30 P. M. and 6:11 A. M.

LAKE MASSAWEPIE.

HOTEL CHILDWOLD, CHILDWOLD PARK, N. Y.—CHARLES E. LELAND, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

ADIRONDACKS,
HOTEL CHILDWOLD.

CHILDWOLD PARK, N. Y., on LAKE MASSAWEPIE, in the heart of ADIRONDACKS; 9 hours from New York City; golf, tennis, bowling, hunting, &c. SPECIAL RATES FOR JUNE and SEPTEMBER. For booklet and information address CHARLES E. LELAND, Manager, P. O. Massawepie, N. Y., or FRED H. SCOFIELD, Metropolitan Building, Madison Square, New York.

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UNITED STATES HOTEL.

Ocean front. Select family and transient hotel. Reasonable rates, finest bathing. Orchestra, concerts morning and evening. Dancing. Illustrated Booklet. J. C. VAN CLEAF, Prop.

Somerset Inn,
& EIGHT COTTAGES, BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

NEWARK, N. J., NEW YORK TIMES OFFICE.

ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

Miscellaneous.

MIZZEN TOP HOTEL,
Quaker Hill, Dutchess Co., N. Y.

NOW OPEN. Two hours from New York by Harlem R. R. 1,200 feet elevation. Golf and all other amusements. Post Office address and R. R. Station, Pawling, N. Y.
N. S. HOWE, Manager.
Circulars and information of F. H. Scofield, 1 Madison Av., N. Y.

DUTCHER HOUSE
AND COTTAGES, PAWLING, N. Y.
First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. Address C. V. LANSING, Manager.

SURROGATE NOTICES.

PATRICK, RICHARD.—The people of the State of New York, by the grace of God free and independent, to Martin V. B. Wagoner, as executor of the last will and testament of Elsie Patrick, deceased, John H. Patrick, Alice N. Perkins, Benjamin H. Patrick, James M. Patrick, Margaret Patrick, as administratrix, &c., of William S. Patrick, Robert M. Patrick, Caroline Ray, Sarah M. Petersen, Alice N. McDougall, Charles McDougall, John H. Thorne, William P. Thorne, Sarah Johnston, Elida Rouse, Sarah E. Macdonald, Abner L. Ely, Edward B. Read, Calvin Read, Elsie R. Wagoner, John E. Burns, Helen M. Studwell, E. Reed Burns, and Henry Jenkins Reed, as executor of the last will and testament of Charlotte Reed, deceased, and to all persons interested in the estate of RICHARD PATRICK, late of the City of New York, deceased, as creditors, legatees, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogate's Court of said city and county, held at the County Court House, in the City of New York, on the thirteenth day of September, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Eugene Smith, as executor of the last will and testament of said deceased, and then and there to show cause why the said Eugene Smith, as executor, upon such judicial settlement of his account, shall not be absolutely and finally discharged from all responsibility to any and all persons by reason of his acts, doings and omissions as such executor, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of the said City and County of New York to be hereunto [L. S.] affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said city and county, at the City of New York, the 2nd day of July, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogate's Court.
jy18-1aw6wM

GUERIN, ALBERT.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ALBERT GUERIN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 100 Broadway, Borough of Manhattan, in the City of New York, on or before the 28th day of January next.—Dated New York, the 22d day of July, 1898. BARTOW S. WEEKS, Executor. GEO. GORDON BATTLE, Attorney for Executor, 100 Broadway, Borough of Manhattan, New York City, New York. jy25-1aw6mM

LEGAL NOTICES.

NEW YORK SUPREME COURT, NEW YORK County.—WILLIAM H. HUSSEY and FREDERICK HUSSEY, plaintiffs, against WILLIAM L. HAMILTON and others, impleaded with John Doe and Richard Roe, said names "John Doe" and "Richard Roe" being fictitious, the true names of said defendants being unknown to plaintiffs; John Williams and John Moore, the said names "John Williams" and "John Moore" being fictitious, the true names of said defendants being unknown to plaintiffs; said defendants John Doe and Richard Roe, John Williams and John Moore, being designated in the declaration of trust or agreement mentioned in the complaint in this action as Lester & Co. and Williams & Moore, respectively; and the persons who are, or who may claim to be, creditors of said William L. Hamilton or said William L. Hamilton and Mary A. McNiece, composing the firm of Hamilton & McNiece, said persons being hereby designated as "unknown," and being hereby described as the beneficiaries under a certain declaration of trust or agreement mentioned in the complaint in this action, made by John Glass, Junior, who are not enumerated therein by name, and also their executors, administrators, legal representatives and assigns, all of whose names are unknown to plaintiffs, defendants.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated the 9th day of June, 1898.

PHILLIPS & AVERY,
Attorneys for Plaintiffs,
154 Nassau Street, Tribune Building, Borough of Manhattan, New York City.

To all the defendants above named except William L. Hamilton: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Henry Bischoff, Jr., a Justice of the Supreme Court of the State of New York, dated and filed with the complaint in the office of the Clerk of the County of New York on the 28th day of July, 1898.—Dated July 28th, 1898.

PHILLIPS & AVERY,
Attorneys for Plaintiffs,
Office and Post Office Address, 154 Nassau Street, Borough of Manhattan, New York City.
au1-1aw6wM

EXCURSIONS.

CONEY ISLAND
Culver Route.
BRIGHTON BEACH RACES.
From Ft. Whitehall St. (Battery), N. Y. Via 39th St. (Brooklyn) Ferry.
Boats connecting with Express Trains. No stops. LEAVE DAILY 7:00 (except Sun.) 8:00, 9:00, 10:00, 12:00 (11:30 Sun. only) A. M., 12:00 noon (12:30 Sun. only), 12:40 (except Sun.) 1:00, and every 20 minutes thereafter until 10:20 P. M. Frequent trains returning; last train leaves Coney Island at 11:34 P. M.
FARE 10 CENTS.

MANHATTAN BEACH
TRAINS LEAVE NEW YORK, FOOT 34TH ST., E. R.: Week days 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10, and 10:50 P. M. LEAVE NEW YORK, FOOT WHITEHALL ST., VIA 39TH ST. BROOKLYN FERRY: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, and 10:20 P. M. Excursion tickets 40c.

ROCKAWAY BEACH
TRAINS LEAVE FOOT 34TH ST., E. R., N. Y.: Week days 6:50, 8:30, 9:30, 9:50, 10:50 A. M.; 12:20, 1:20, (1:50 Sat. only,) 2:20, 2:50 Sat. only,) 3:20, 4:20, 5:30, 6:20, 7:20, 8:20, 9:10, (9:40 Sat. only,) 10:00 P. M. Leave L. I. City 10 minutes later. Excursion tickets 40 cents.

NEW ROUTE TO ROCKAWAY BEACH
THROUGH TRAIN SERVICE FROM FERRIES, FOOT BROADWAY, BROOKLYN.
FARE 15c.
VIA BROOKLYN ELEVATED AND LONG ISLAND R. R.
Same rate of fare from Park Row, N. Y., via Brooklyn Bridge, or from any Brooklyn Elevated station.
Trains leave Broadway ferries, week days, hourly, 5:04 to 8:04 A. M.; half hourly, 9:04 A. M. to 9:34 P. M.
Sundays, hourly, 5:04 to 9:04 A. M.; every 20 minutes, 9:04 A. M. to 1:04 P. M.; every 15 minutes, 1:04 to 9:44 P. M. Time from Broadway Ferry to Myrtle Av., 10; Gates Av., 14; Manhattan Beach Crossing, 19; Van Siclen, 22, and Rockaway Beach, 54 minutes.

"AMERICA'S PLEASURE GROUNDS."
GLEN ISLAND
A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.
TIME TABLE—STEAMERS LEAVE: Cortlandt St. Piers, 8:45, 10:00, 11:00 A. M., 12:00 M., 1:30, 2:30, 3:30, 5:15 P. M. So. 5th St., Brooklyn, 9:05, 10:20, 11:20 A. M., 12:20, 1:50, 2:50, 3:50 P. M. East 32d St., 9:30, 10:45, 11:45 A. M., 12:45, 2:15, 3:15, 4:15, 5:45 P. M. Leave Glen Island 11:00 A. M., 12:00 M., 1:00 P. M., for Cortlandt St. only; 3, 5, 6, 7, 8 P. M. for all landings. EXTRA BOATS SUNDAYS.
Special Boat From East 32d St. Only, ONE HOUR TO GLEN ISLAND.
9:00 A. M., 12:15 and 3:30 P. M. Returning, leave Glen Island 10:30 A. M., 1:30, and 5:30 P. M.
Special Boat From East 96th St. Only, 9:15 A. M., 12:15, and 3:15 P. M. Returning, leave Glen Island 2:00 and 7:30 P. M.
EXCURSION 40 CENTS,
Including Admission to all Attractions.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" New York, West 22d St. Pier.....9 "
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

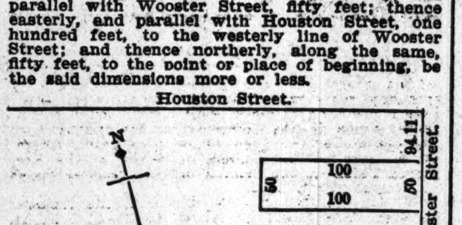
MANHATTAN BEACH.
Trains leave New York, foot 34th St., E. R.: Week days, 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10 and 10:50 P. M.
Leave New York, foot Whitehall St., via 39th St., Brooklyn Ferry: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40 and 10:20 P. M.

REFEREES' NOTICES.

WOOSTER STREET.—New York Supreme Court, County of New York.—JEANNETTE K. MANNE, plaintiff, against GEORGE A. SAWARD, Louis Appel, and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, dated May 16th, 1898, and filed in the office of the Clerk of New York County May 16th, 1898, I, the undersigned, referee therein named, will sell at public auction, at the New York Real Estate Salesroom, Number 111 Broadway, in the Borough of Manhattan and City of New York, on Monday, the 8th day of August, 1898, at 12 o'clock noon of that day, by Peter F. Meyer, Esq., auctioneer, the premises therein described to be sold, and described therein as follows:

All that certain lot, piece, or parcel of land, situate, lying, and being in the City and County of New York, and bounded and described as follows: Beginning at a point in the westerly line of Wooster Street, distant ninety-four feet and eleven inches southerly from the southwesterly corner of Houston and Wooster Streets; running thence westerly, and parallel with Houston Street, one hundred feet; thence southerly, and parallel with Wooster Street, fifty feet; thence easterly, and parallel with Houston Street, one hundred feet, to the westerly line of Wooster Street; and thence northerly, along the same, fifty feet, to the point or place of beginning, be the said dimensions more or less.



The above is a diagram of the property to be sold, showing the street upon which said property is located, viz., Wooster Street; the street numbers are Nos. 155 and 157 Wooster Street; the number of feet to the nearest cross street is 94 feet and 11 inches.

Dated July 18th, 1898.

HENRY P. McGOWN, Referee.

BACKUS & MANNE, Attorneys for plaintiff, 203 Montague Street, Borough of Brooklyn, City of New York.

The approximate amount of the lien or charge, to satisfy which the property is to be sold is $18,151.71, with interest thereon from May 10, 1898, together with the expenses of the sale; and the approximate amount of the taxes, assessments, and Croton water rents and other liens upon the said property, which are to be allowed to the purchaser out of the purchase money, or which are to be paid by the referee, is $641.80.

The approximate amount of prior liens thereon is $83,000, with interest at the rate of six per cent. from April 2d, 1897.

The premises are sold subject to a first mortgage of $83,000, and interest at the rate of six per cent. from the 2d day of April, 1897.

HENRY P. McGOWN, Referee.
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LEGAL NOTICES.

SUPREME COURT OF THE STATE OF NEW York, County of New York.—THORNTON N. MOTLEY, Plaintiff, against FRANCIS FARMER FOX, Defendant.—In pursuance of an order duly made and entered in the above-entitled action by the Honorable Henry W. Bookstaver, one of the Justices of the Supreme Court, bearing date the 26th day of July, 1898, and duly entered and filed in the office of the Clerk of the County of New York on the 26th day of July, 1898, I, the undersigned, receiver of all the copartnership assets and effects of the firm of Thornton N. Motley & Company, will sell at public auction at the late place of business of the said firm of Thornton N. Motley & Company, Number 43 John Street, in the City of New York, Borough of Manhattan, on the 5th day of August, 1898, at ten o'clock in the forenoon of that day, all the property, assets, and effects of the said firm of Thornton N. Motley & Company, including the good will of the said firm, and all the outstanding contracts in which the said firm has any interest, together with all stock on hand, furniture, fixtures, and chattels of every name and nature belonging to the said firm, and also all accounts, bills receivable, claims, demands, leases, and all personalty of every kind and nature whatsoever and wheresoever the same may be situated, by Peter F. Meyer, Esq., auctioneer. The said assets and property of the said firm are to be sold in one lot, and the said business formerly carried on by the said firm is to be sold as a going concern at an upset price of $50,000 over and above all the debts and liabilities of the said firm, the purchaser to assume all the outstanding debts and liabilities of the said firm appearing upon the books of the said firm, and to give a bond for the payment of the same, and is also to assume the carrying out of all the contracts in which the said firm is interested. The purchaser will be allowed to inspect all the books, papers, and contracts of the said firm in the possession of the receiver upon the premises aforesaid.

Special attention is directed to the terms of the said order of Mr. Justice Bookstaver, which may be inspected at the office of the receiver, as to the manner of the sale.—Dated New York, July 26th, 1898.

ALBERT CARDOZO, Receiver,
52 Broadway, N. Y. City.
BENJAMIN N. CARDOZO, Attorney for Receiver, 52 Broadway, N. Y. City.

The sale of the property specified in the foregoing notice is hereby adjourned to the 10th day of August, 1898, at 10 o'clock A. M., at the same place, by order of Mr. Justice Dugro.—Dated August 5th, 1898.

ALBERT CARDOZO,
Receiver.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

BOARDERS WANTED.

ROOMS AND BOARD IN REFINED FRENCH family. 605 Madison Av., near 57th St.

FURNISHED ROOMS.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 82d St. L. station and Central Park. Address S. E., Box 191 Times Office.

SITUATIONS WANTED—FEMALES.

Laundresses.

LAUNDRESS.—By first-class laundress to go out Mondays and Tuesdays or take family washing home; reference. Hoctoo, 233 East 58th St.

SITUATIONS WANTED—MALES.

Butlers.

BUTLER.—First-class; single; thoroughly competent; honest, sober, obliging; first-class references; disengaged on account of family going to Europe. Butler, Box 91A, 1,399 Broadway.

Gardeners.

GARDENER.—Married; strictly sober; twenty years' practical experience; versed in all branches of horticulture; private or commercial place; best of reference. Ed. Firther, Pelham Manor, N. Y.

Miscellaneous.

YOUNG MARRIED MAN, (28,) desires any steady position. C. J. E., 427 West 52d St.

HELP WANTED—FEMALES.

WANTED—As housekeeper, a thoroughly competent woman of experience to take entire charge of an extensive family household; city and country; permanent situation and ample salary. Write qualifications, terms, and references to H. C. Pierce, Prides Crossing, Mass.

HELP WANTED—MALES.

WANTED—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

ONE DOLLAR PER YEAR.
The New York Times
Saturday Review
of Books and Art,
a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art.
Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.
Books reviewed often from advance sheets; all the important books reviewed.
Reports of sales of books at auction in New York, Boston, and London compiled by experts.
A weekly review of events in the Art World.
Regular letters from London, Paris, and Boston.
News notes on new books gathered in regular visits to publishers.
The best and cheapest literary publication in America.
Write for free sample copy.
The New York Times.
"All the News That's Fit to Print."

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.
PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday.
Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" West 22d St Pier.....9 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

CATSKILL EVENING LINE.
Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day at 6 P. M.
On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.
Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect. Bicycles free. Horses and carriages taken. Descriptive folder mailed free.

Albany Evening Line.
The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight sharp. Sundays, 9:30 A. M. and 12 midnight sharp; week day steamers connect on wharf with trains for Meriden, Hartford, Springfield, and points North.

Hudson River Steamer Mary Powell, Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, POKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R. Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

RAMSDELL LINE FOR NEWBURGH, CALLING at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leaves Pier 24, North River, foot Franklin St., week days, (except Saturday,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N.R., 3:30. Sundays, 9 A. M.; 132d St., N.R., 9:30.

TRAVELERS' GUIDE—SHIPPING.

HAMBURG-AMERICAN
TWIN SCREW EXPRESS LINE
DIRECT TO PARIS, LONDON, HAMBURG
A.Victoria, Aug. 11, 9 AM | A.Victoria, Sept. 8, 9 AM
F.Bism'ck, Aug. 25, 9 AM | F.Bism'ck, Sept. 22, 9 AM
Twin Screw Service, N. Y.—Hamburg Direct
Palatia, Aug. 13, 3 P. M. | Patria, Aug. 27, 1 PM
Pretoria, Aug. 20, 7 A M | Phoenicia, Sept. 10, 1 PM
HAMBURG-AMERICAN LINE, 37 Broadway, N.Y.

AMERICAN AND RED STAR LINES
*NEW YORK—SOUTHAMPTON.
NEW YORK—SOUTHAMPTON—ANTWERP.
The steamers performing these services are either British or Belgian.
Sailing every Wednesday and Saturday at noon.
Westernland......Aug. 10 | Friesland......Aug. 31
Kensington......Aug. 17 | *Pennland......Sept. 3
Noordland......Aug. 24 | Southwark......Sept. 7
INTERNATIONAL NAVIGATION COMPANY.
Piers 14 & 15 North River. Office, 6 Bowling Green

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Etruria, Aug. 13, 11 AM | Umbria, Aug. 27, 10 AM
Campania, Aug. 20, 8 AM | Lucania, Sept. 3, 8 AM
Servia, Aug. 23, 9 AM | Aurania, Sept. 6, 10 AM
VERNON H. BROWN & CO., Gen. Agents,
4 BOWLING GREEN, NEW YORK.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.
CLEOPATRA......August 13
VICTORIA......August 20
BOADICEA......August 27
ALEXANDRA......September 3
WINIFREDA......September 10
ALL NEW STEAMERS, THOROUGHLY AND LUXURIOUSLY FITTED WITH EVERY MODERN CONVENIENCE. ALL STATEROOMS LOCATED AMIDSHIPS ON UPPER DECKS.
STEAMERS SAIL FROM PIER 39, NORTH RIVER, FOOT OF WEST HOUSTON ST.
APPLY 1 BROADWAY.

COOK'S TOURS ROUND THE WORLD, Sept. 12, October 11. HOLY LAND, Sept. 24. EUROPE, Aug. 20, Sept. 10, Oct. 1, &c. THOS. COOK & SON, 261 and 1,225 B'way, N. Y.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M.
W. L. GUILLAUDEU,
Vice Pres't & Traffic Mgr.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong:
Steamers leave San Francisco.
DORIC, via Honolulu......Aug. 13, 1 P. M.
BELGIC, via Honolulu......Sept. 3, 1 P. M.
PERU, via Honolulu......Sept. 13, 1 P. M.
COPTIC, via Honolulu......Sept. 22, 1 P. M.
CITY RIO DE JANEIRO, via Honolulu, Oct. 1.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

TRAVELERS' GUIDE—SHIPPING.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Britannic, Aug. 10, Noon | Teutonic, Aug. 31, Noon
Majestic, Aug. 17, Noon | Britannic, Sept. 7, Noon
Germanic, Aug. 24, Noon | Majestic, Sept. 14, noon
Cymric, Aug. 30, 9 AM | Germanic, Sept. 21, Noon
Saloon rates on Cymric, $65 up; Germanic, Britannic, $75 up; Majestic, Teutonic, $100 up. Second Cabin, $42.50 upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00. Revenue tax additional.
For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

TRAVELERS' GUIDE—RAILROADS.

"America's Greatest Railroad."
NEW YORK CENTRAL
All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.
Trains leave Grand Central Station:
8:30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M. Detroit 11:10 P. M. Limited to its seating capacity.
8:33 A. M.—ADIRONDACKS, 1,000 ISLANDS, AND MONTREAL, except Sunday.
8:45 A. M.—FAST MAIL—Daily, for Buffalo, Niagara Falls, and Cleveland.
9:40 A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday.
10:00 A. M.—NORTH SHORE LIMITED. Daily. 24-hour train to Chicago, via Michigan Central; due Chicago 9:00 A. M. Sleeping and Parlor cars only. Parlor car to Richfield Springs, except Sundays.
10:30 A. M.—DAY EXPRESS, except Sunday. For important State points.
1:00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, St. Louis, and Chicago.
3:30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Troy and Saratoga.
5:00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Due Chicago 4 P. M. Sleeping and parlor cars only.
6:00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.
6:25 P. M.—NORTHERN EXPRESS. Daily—For Montreal, and, except Saturday, for Ottawa.
7:40 P. M.—ADIRONDACKS, 1,000 ISLANDS, AND MONTREAL daily.
8:45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL, daily—For Cleveland, Cincinnati, Indianapolis, and St. Louis.
9:00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for Fall Brook, via Lyons, and for Rochester and Buffalo.
9:15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.
12:10 Night—MIDNIGHT EXPRESS. For Chicago, except Sunday nights. Sunday nights Chicago sleepers leave at 9:15.
HARLEM DIVISION.
9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M. Wagner Palace Cars on all through trains. Trains illuminated with Pintsch Light.
Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. and 138th St. Stations, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.
Telephone "2790 Thirty-eighth Street" for New York Central Cab Service.
Baggage checked from hotel or residence by the Westcott Express Company.
GEORGE H. DANIELS, General Pass. Agent.

WEST SHORE R. R.
Trains leave W. 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin St.:
A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.
B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains Albany, Saratoga, and Lake George.
1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.
1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.
C, 4:00 P. M. Daily, except Sunday, for Conton, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskill, and Albany.
C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.
6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.
6:30 P. M. Chicago and St. Louis Limited. Daily for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.
7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.
8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.
A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station, A, 9:45 A. M. B, 11:20 A. M. C, 3:35 P. M.
Time Table at principal hotels and offices.
C. E. LAMBERT, General Passenger Agent,
5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN
Stations in New York foot of Barclay and Christopher Streets.
VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.
8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.
10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.
1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.
4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.
7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.
8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.
9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.
Westcott's Express Company will call for and check baggage from hotel or residence to destination.

ERIE RAILROAD.
Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:
9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.
9:15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.
2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.
7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.
9:15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.
Tickets, local time cards, and Pullman accommodation at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and W. 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

NEW YORK, ONTARIO & WESTERN RY.
Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)
7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska, and Ellenville. Parlor Cars.
9:15 A. M.—Mountain Express to Liberty and intermediate stations. Lake Kiamesha and White Lake, Ellenville. Parlor Cars.
1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, White Lake, and Ellenville. Parlor Cars.
3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk and Minnewaska, Ellenville, Lake Kiamesha, and White Lake. Parlor Cars.
6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago (daily,) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.
TICKETS AND PARLOR CAR SEATS AT 371 Broadway, N. Y. N. Y. Transfer Co. checks baggage from residence to destination.

NEW YORK AND LONG BRANCH RAILROAD
SUMMER SCHEDULE.
All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.
TRAINS LEAVE NEW YORK AS FOLLOWS:
From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20, (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.
From foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, 6:15, 8:00, (Saturdays only,) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.
From South Ferry, Foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, 3:40, *4:40, 5:25, 6:10, 7:50 (Saturdays only) P. M. Sundays 8:55 A. M., 3:55 P. M.
From Foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, *3:20, 3:50, *4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.
Sunday trains do not stop at Ocean Grove and Asbury Park.
*Denotes express trains.

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.
STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.
☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.
7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.
8:50 A. M. FAST LINE.—Pittsburg and Cleveland.
9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.
1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.
5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.
7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.
7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.
8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.
WASHINGTON AND THE SOUTH.
7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim., all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.
SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.
ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.
CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.
FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.
ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train, Buffet Parlor Cars, Passenger Coach, and Combined Coach.
CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.
Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.
FOR PHILADELPHIA.
6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:20 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.
Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.
J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

Central Railroad of New Jersey
Anthracite coal used exclusively.
Four tracks. "Electro-Pneumatic" Signals.
Stations in New York, foot of Liberty St. and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton) P. M. Sundays, 4:30 (7:00 to Easton) A. M., 1:00, 5:30, 6:00 P. M.
For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.
For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10 (10:00, 11:30 to Reading) A. M., 1:45, 4:30, 5:00, 5:45 (9:00 to Reading) P. M., 12:15 night. Sundays, 4:30 (11:30 to Reading) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.
ALL RAIL ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15 (8:00 Saturdays only) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.
For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.
For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.
For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.
For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.
SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot of Rector St.
For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00 A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.
For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M.; 1:00 P. M.

ROYAL BLUE LINE.
FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From Foot of Liberty St.
Week days, 4:50, 8:00, 10:00, (11:30 Dining Car) A. M., 1:00, 1:45, 3:30 (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00 (11:30 Dining Car) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.
BOATS LEAVE SOUTH FERRY, WHITEHALL ST.
Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.
Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.
Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.
*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.
*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.,) for EASTON and intermediate stations.
*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.
*11:50, 12:00 noon daily, except Sunday.
"BLACK DIAMOND EXPRESS."
Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.
*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, and coal branches. Chair car to Easton.
*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.
*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations.
*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.
*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.
*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.
*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.
*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.
Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.
Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.
N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.
Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.
*Daily. †Except Sunday. §Sundays.
CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.
PITTSBURG, *4:30 A. M., †3:30 P. M., §1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty St. only.)
CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.
NEW ORLEANS, *4:55 P. M., (through sleeper.)
ROYAL BLUE TRAINS.
To PHILADELPHIA, WASHINGTON, BALTIMORE, †7:55, *10:00, (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45, (Diner,) †3:30, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night. NORFOLK, *11:30 A. M.
All trains are illuminated with Pintsch Light.
Offices: 113, 172, 261, 434, 1,284 B'way, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

A STRANGE PERJURY CASE

Mrs. Amelia J. Cornell of Saratoga Springs Arrested on Charge of Giving False Testimony.

SAID SHE WITNESSED WEDDING

Mother and Sister of Lillian Allen Declare that the Latter Was Never Married to Guy H. Reynolds, as Has Been Alleged.

Mrs. Amelia J. Cornell of Saratoga Springs was arraigned in the Centre Street Police Court yesterday morning on a charge of perjury, in a strange case, in which a mother and daughter appear as witnesses against another daughter, who they allege is swearing to an event that never occurred. Mrs. Cornell was arrested on Friday, at her home, by Detective Sergeant Campbell of the Detective Bureau. Magistrate Flammer held her in $1,000 bail for examination a week hence.

The facts of the case are as follows: On Aug. 6 of last year an action was brought in the Supreme Court, entitled Lillian Reynolds against Guy H. Reynolds. It was an action brought to annul a marriage alleged to have been solemnized on May 21, 1888, at the Hotel Empire, Saratoga Springs, between Lillian Allen and Guy Stark of this city. The marriage was a secret one, according to the complainant. The evidence was heard by Charles Donohue, acting as referee.

At this hearing Mrs. A. J. Cornell, the woman arrested Friday last in Saratoga, testified that she had been a witness to the alleged marriage and that the man then known as Guy Stark was the one now known as Guy H. Reynolds, and that she is informed that the latter was his right name. Mrs. Cornell said that at the time of the wedding she lived immediately across the street from the hotel, and that, as she had a slight acquaintance with the bride, she was called over as a witness. She also signed the certificate.

Upon the evidence of the plaintiff, Lillian Reynolds, and Mrs. Cornell the referee recommended that the secret marriage, which he declared was valid, be annulled, on the ground that it was shown that Stark, or Reynolds, had a wife living at the time he contracted the marriage with Miss Allen.

Reynolds, the defendant, denied that he had been at Saratoga in May, 1888, or during the Summer of that year. That he did not know the plaintiff until several years later, and having already a wife living, could not have married a second wife. The marriage, however, was annulled.

Several days ago Guy H. Reynolds, who gives his address as 1,416 Broadway, in company with Mr. Lex Brooke, his counsel, called at the Centre Street Police Court and asked that Magistrate Flammer issue a warrant for Mrs. Cornell on the ground that when she swore that she had seen Mr. Reynolds married to Miss Allen in 1888 at Saratoga she committed deliberate perjury. Magistrate Flammer, in view of the fact that the referee had found that such a marriage had really taken place, refused to issue the warrant.

The following day Mr. Reynolds and his lawyer returned to the police court, accompanied by Miss Allen's, or Lillian Reynolds's, mother and sister, each of whom made affidavits that the statements of Mrs. Cornell as sworn to before the referee were false.

The mother, Mrs. Fannie J. Crocker of 28 St. Mark's Place, in the affidavit swore that the statement of Mrs. Cornell that she had witnessed the marriage was untrue; that she, the deponent, was at the Hotel Empire at the time mentioned, and that no such marriage between her daughter and Reynolds, or Stark, took place.

According to Mrs. Crocker's affidavit Mrs. Cornell did not know her daughter Lillian until the Fall of 1895, and to the best of her knowledge it was impossible that she could have known her in May, 1888, as Mrs. Cornell alleged. Mrs. Crocker also states that she overheard a conversation between her daughter and Mrs Cornell, after the action for annulment had been commenced, in which Mrs. Cornell asked Lillian: "Suppose they arrest us for perjury, what shall we do?" Later, the affiant says, she also heard Mrs. Cornell say that if anything went wrong with "the case," her daughter (Lillian, the plaintiff in the action then pending) "would have to support her (Mrs. Cornell) for life."

Irene Allen, also of 28 St. Mark's Place, made a second affidavit, that she was a sister of Lillian Reynolds, and that she had read the affidavits of her mother, Mrs. Crocker, and Guy H. Reynolds, the complainant, and that both were true.

Upon these additional affidavits Magistrate Flammer issued the warrant charging Mrs. Cornell with perjury, and she was accordingly arrested.

When arraigned in the Centre Street Police Court yesterday morning, William Klopman, the general manager of Marx Arnheim's merchant tailoring business, was present, accompanied by counsel. Mr. Klopman said that he was the husband of Lillian Allen or Lillian Reynolds, and that they had been married after the annulment of her marriage with Reynolds. Mr. Klopman's lawyer argued that there were no grounds to sustain the court in holding Mrs. Cornell, as the referee's report showed that the marriage in May, 1888, really took place. If Mrs. Cornell's testimony were false, the entire finding of the referee was based upon false testimony.

It afterward developed that the plaintiff, in presenting her testimony before the referee, failed or neglected to call her mother, Mrs. Crocker, and her sister Irene, although both were living in this city and could easily have been summoned. It was upon the statements of the latter two, in conjunction with that of the complainant, Guy H. Reynolds, that Magistrate Flammer decided to hold Mrs. Cornell for examination.

Mr. Klopman then left the court, after making arrangements to get Magistrate Flammer to accompany him to the Tombs later in the day and release Mrs. Cornell upon bail, which he said he could furnish for her.

The prisoner took her arrest very coolly and said it served her right, and that she should have had more sense than to mix herself up in a wedding that did not concern her, as she did in 1888 when Reynolds married Miss Allen.

A POLICEMAN ASSAULTED.

He Tried to Stop a Free Fight and Was Attacked by Ten Men.

A wanton and vicious assault was committed yesterday upon a policeman while in the discharge of his duty by ten roughs who infest the lower portion of the Eastern District. Their victim was Officer Michael McPartland of the Clymer Street Police Station, Brooklyn. He and another policeman were grappling in the East River near the foot of North Second Street for the body of ten-year-old Adolph Epstein of 60 Johnson Avenue, who was drowned while bathing on Saturday evening.

The two policemen were in a patrol launch when their attention was attracted to the North Second Street pier, where the men had become engaged in a drunken brawl. McPartland steered the launch to the shore and then jumped onto the pier. He tried to separate the men, whereupon the whole crowd attacked him. He was knocked down and kicked into insensibility.

McPartland's companion was unable to assist him, as the steering gear of the launch failed to work properly. When he succeeded in getting ashore the roughs had fled.

McPartland is now at the Eastern District Hospital with a broken rib and other injuries. Later in the day seven men were locked up on suspicion.

Body of Swartz Recovered.

The body which was found yesterday morning in the Harlem River at the south end of Ward's Island has been identified as that of Samuel Swartz, who lived at 414 East Seventy-second Street, and who was drowned before the eyes of his wife last Thursday evening. The identification was made by Joseph Swartzwitch, a brother-in-law of Swartz. Swartz on Thursday evening was swimming at East Seventy-second Street. His wife, Hannah Swartz, was standing on the pier watching him. While her husband was a considerable distance from shore Mrs. Swartz heard him cry for help, and while she stood there, loudly calling for help herself, his struggles grew weaker, and he finally sank from sight. Mrs. Swartz's mental condition was such that it was feared she would lose her reason, and she was taken to Bellevue for treatment. She is only twenty years old.

WOMEN HELD FOR ROBBERY.

Five Persons Arrested for Holding Up Two Men in the Street.

Two women and a man were held in the West Side Court by Magistrate Simms yesterday morning on charges of highway robbery. On Saturday night, at Thirty-eighth Street and Seventh Avenue, the police arrested five persons for the offense, but two of them had to be discharged for lack of evidence.

James A. and William W. Titzell of 109 West One Hundred and Fifth Street were the complainants. Their story was that they were passing the corner and were suddenly surrounded by five persons, three of whom were women. William swore that in his neck scarf he had a diamond pin valued at $175, and that one woman grabbed this, while another made for the vest pocket of James.

For the time being the party got away, but Detective Mahoney of the West Thirty-seventh Street Station soon arrested them. The prisoners were Kate Allen, Annie Allen, William Brennan, Fred Schroeder, and Mary Morris of 273 West Twenty-eighth Street.

When Detective Mahoney searched the prisoners at the police station he found on Brennan a diamond pin that Mr. Titzell identified as his property.

When the case reached court yesterday morning the Titzells were on hand to press the charge. Kate Allen was charged with stealing the pin from William Titzell. Brennan and the Morris woman were charged with the larceny of $8 from James Titzell. In the first case the Magistrate held Kate in $1,500 bail for trial. The other two had engaged counsel, and were held in $1,000 bail for examination to-day.

Detective Mahoney was unable to secure any direct evidence against Schroeder and Annie Allen, and they were therefore discharged.

FROHWEIN GIRLS' FUNERAL.

A Crowd of Nearly Five Thousand People Follows the Hearses to the Ferry.

The funeral of Gertrude, Emma, and Matilda Frohwein, the three daughters of Dr. Otto Frohwein who were drowned in Raritan Bay last Thursday afternoon by the capsizing of Frank Ruppert's launch, took place yesterday afternoon from the family residence, 161 East Ninety-first Street. The services were simple, but very impressive. The Rev. Julius Remensnyder, pastor of the Madison Avenue Lutheran Church, officiated.

The bodies of the three children were inclosed in white caskets, which were placed in the rear parlor of the residence. They were almost covered with flowers. Outside the residence there had congregated a large crowd, including schoolmates, friends of the family, and many thousands who did not know them, but who wished to be present and show their sympathies. After the services were over there was a wild rush to enter the house and gaze upon the faces of the children, but twenty policemen, in charge of Roundsman Bauer of the East Eighty-eighth Street Station, managed to keep order.

The three white hearses which carried the bodies were followed to the Ninety-second Street Ferry by a crowd of nearly 5,000 women and children, many of the children weeping loudly in the street. The interment was in the Lutheran Cemetery.

The funeral of Annie Siebenliehan, Mrs. Frohwein's niece, who was also drowned at the same time, but whose body was not recovered until Saturday night, will take place to-day at her parents' home, One Hundred and Sixty-first Street and Jackson Avenue.

SUICIDE AT CONEY ISLAND.

Woman Drank Acid in Presence of a Crowd and Died Before Medical Aid Arrived.

Mrs. Lulu Seaman, twenty-two years of age, committed suicide last evening by drinking acid in front of the Abbey House, Coney Island, where she had been staying with her husband, Arthur Seaman, for six weeks.

About 5 o'clock she was strolling along Tilyou's Walk in company with an unknown man. As they reached the hotel she was stopped by her husband. A quarrel ensued, and she was heard to exclaim: "Now I will end all!" At the same time she raised a bottle to her lips.

Thomas A. Doyle of 505 Hudson Avenue, Brooklyn, who was in the big crowd that had been attracted by the dispute, wrested the bottle from her, spilling some of the acid, which burned his hands as he did so. The woman, however, had swallowed most of the contents of the bottle and fell to the ground. An ambulance was summoned, but she died before it arrived.

ARRIVAL OF LA BRETAGNE.

Steamer Rapidan Sighted Lying Still but Needing No Help.

The French Line steamship La Bretagne, which arrived yesterday from Havre, reported that on Thursday a steamer was sighted lying still. The Bretagne ran down to the vessel, which proved to be the new British tramp steamer Rapidan, with machinery stopped. The Rapidan was signaled by blasts of the whistle and by flags, but no reply was made and no signals of any character displayed until La Bretagne had started ahead at full speed, when three whistles were sounded on the tramp, a parting salute.

The Rapidan sailed from Newport News July 30, for Liverpool. It is supposed that her engines had become overheated. She is a vessel of 4,777 tons.

La Bretagne brought fourteen packages of specie, amounting to 100,808f. Among the saloon passengers on La Bretagne were M. Cambon, son of the French Ambassador at Washington; Rene Andre, French Commissioner for the Colonies of St. Pierre and Miquelon; C. F. Carter, M. Kirgis, his wife and family; W. S. Upsher, M. H. Weill, his wife and daughter, and J. S. Potter.

IRISH-AMERICAN CELEBRATION.

Brooklyn Societies to Parade and Hold a Carnival of Sports.

The Irish-Americans of Brooklyn will celebrate at Ulmer Park on Aug. 22 and 23 the one hundredth anniversary of the 1798 rebellion by a carnival of sports, the proceeds of which will go toward the erection of an Irish hospital in East New York. Nearly every Irish society in Brooklyn is represented on the committee that has charge of the arrangements, including the Clan-na-Gael, the Irish Nationalities, the Ancient Order of Hibernians, and St. Patrick's Alliance.

The following officers have been elected to carry out the project: President—J. Grattan McMahon; Vice Presidents—W. F. McPartland, J. J. O'Connor, C. J. Mooney, P. F. Gilroy, T. Owens, and Thomas McGowan; Secretary—J. D. Dee; Treasurer—E. R. Judge.

There will be a parade, in which it is expected 20,000 Irish-Americans will be in line.

Despondent Man Shoots Himself.

Lewis Lindner, sixty-six years old, who lived with his wife and several grown-up children at 175 Second Street, committed suicide yesterday morning by shooting himself in the head. Lindner was despondent because he could get no work. He had often said that unless he could get something to do he would make away with himself. His last employment was in a Brooklyn sugar refinery. The revolver with which the shooting was done was bought with $8 which the old man had purloined from his wife's savings on Saturday.

Summer Course at the Y. W. C. A.

Mrs. Wesley Smith will be heard in recitations, accompanied by music, at the Young Women's Christian Association at 7 East Fifteenth Street at 8 o'clock this evening. This will be Mrs. Smith's second appearance in the Summer course this season. The entertainment will be under the direction of the Chaplain, Miss Doheny. To the various classes and entertainments a general invitation to women is extended.

A Painter Falls Overboard.

John Neibling, thirty-five years old, employed as a painter on the steamship Auguste Victoria of the Hamburg Line, lying at Hoboken, fell overboard yesterday and was drowned. The body was recovered and taken to Parslow's morgue. Neibling's family is living in Brooklyn.

IN THE FIELD OF LABOR

Central Union Delegate Says Mr. Hoe Will Meet a Machinists' Committee.

MAY SETTLE STRIKE SOON

Printers Said to Have Promised to Strike if the Hoe Company Sends Non-Union Men to Work About Presses.

The meeting of the Central Labor Union was called rather late yesterday afternoon, and Delegate Barr of the Tin and Sheet Iron Workers immediately began finding fault.

"I suppose that we come here to transact business and not to loaf and drink ice water," he said.

"Well, you are not obliged to drink ice water if you don't like it," replied a delegate. "You know where you can get some beer and something else whenever you get thirsty, so there's no need of growling."

Delegate Barr said that the officers were to blame for not opening the meeting earlier.

"We'll crucify the officers for you if you want. We'll do anything to keep you in good humor, Brother Barr," replied the delegate, and Barr sat down with a grim smile.

Delegate Sheehan of the Bill Posters reported that arrangements had been made with the American Roof Garden in West Forty-second Street, with Herlig & Semons, with the Casino, the Star Theatre, and the Academy of Music to employ only members of his union to do their bill-posting work. The union was trying to get other theatres to fall into line, and expected a fight and strikes later in the Fall.

Delegate George H. Warner of the Machinists reported on the strike in the Hoe Company's shops. The strikers could not, he said, get any assistance from the lithographers, whom they had asked to strike, in places where Hoe & Co. might send non-union men to repair the presses. The printers in the newspaper offices, however, he said, had promised to strike whenever non-union men from Hoe & Co. were sent to do work about the presses.

"However," continued Delegate Warner, "we hope the strike will be settled this week. Samuel Gompers and Grand Master Machinist McConnell had a talk with Mr. Hoe last week, and he promised to see a committee from our men on Tuesday."

The Gold Beaters' delegate said that his union was going to try a new method to induce the employers to restore the old higher wages, and this, he believed, would succeed better than any strike. There were only 500 gold beaters in the country, and most of them were in New York City.

The union has made arrangements for a baseball game on the Saturday after next in Van Sicklen Avenue, near Fulton Street, Brooklyn, and had invited the employers to attend. Many have accepted the invitation, and the men thus hoped to establish friendly relations between the employers and the union.

The Labor Day Committee said that arrangements had been made for a picnic and games at Sulzer's Westchester Park, on Monday, Sept. 5.

There will be a 100-yard dash, a bicycle race, a hop, skip, and jump match, an old man's race, a 440-yard run, a boys' race, putting the 16-pound shot, a sack race, and a baseball game between the Building Trades and Miscellaneous Sections of the Central Labor Union.

VOGT AND DE LEON ON TOP.

They Succeed in Again Getting Their Friends on the Socialist-Labor Executive Board.

The Vogt and De Leon faction of the Socialist Labor Party in this city has for the time being at least regained its ascendency in the recent fight against it by men in the party who were tired of what they called the tyranny of the old hacks that sat like so many old men of the sea on the neck of the party. At the last annual convention of the Socialist Trade and Labor Alliance, which was held about a couple of months ago, Daniel De Leon and William L. Brower were defeated in the elections for the General Executive Board. They had held office on that board ever since the alliance was organized, and were great friends of Hugo Vogt and S. Hoffman, who had succeeded in being reelected on the board.

Three other men who were inimical to these got on the General Executive Board. Vogt and Hoffman refused to sit on the board with their new colleagues, and demanded that a special meeting of the alliance be held for a reorganization of the board. The other members of the board refused at first, but Messrs. Vogt and De Leon control both the German and English organs of the Socialist Labor Party and opened such a strong attack upon their opponents that they yielded. Ernst Bohm and two other members of the board resigned, and so did Vogt, and yesterday a meeting of the alliance was held at Liberty Hall, in East Houston Street, to fill the vacancies. Daniel De Leon and William L. Brower were elected on the board.

BUILDING TRADES COUNCIL.

New Regulations for Settling Strikes Said to be Quite Arbitrary.

The Building Trades Council, the latest rival of the Board of Walking Delegates, which first announced that it would settle all differences with employers without resorting to strikes, has just made a change in its policy by changes in its constitution and by-laws.

The new regulations say that when any union or walking delegate has a grievance he is to present it in writing to the council. Whenever any trouble arises on any building or job the walking delegate whose union is affected is if possible to settle the matter with the contractor or the owner. Should he fail, he may order the men of his union at work to strike. Should the strike be liable to become general the delegate is then to bring the matter before the council and must abide by its decision.

The members of the old Board of Walking Delegates say these new regulations of the Building Trades Council are much more arbitrary than those of the board. No walking delegate of the board can order any strike on his own account. If the men of the union he represents have any complaints against any building the delegate can go no further than trying to settle with the contractor. If he fails he must report to the Board of Walking Delegates, which first sends a committee to investigate and try and settle the difficulty, and it is the board alone that can order a strike.

"Big 6's" Officers Installed.

Typographical Union No. 6 met yesterday afternoon at Teutonia Hall, at Third Avenue and Sixteenth Street, to install its newly elected officers. The committee that had been appointed to investigate charges against the old officers said that it was not ready, and would report in two weeks. The old officers were disgusted, because they say the charges are ridiculous, and they expected to be fully vindicated had the committee reported. The following officers were installed: President—James D. Farrell; Vice President—T. Delaney; Secretary-Treasurer—Jerome Healy; Sergeant at Arms—Thomas Robinson.

Death from Heart Disease.

Mrs. Ellen Tormey of 958 Third Avenue, Brooklyn, dropped dead from heart disease at her home yesterday morning. She had been suffering from heart trouble for some time. In reaching for a book on her table she upset a lamp, which exploded. Her clothes were ignited, but by the prompt assistance of neighbors, the flames were soon extinguished. The excitement, however, caused Mrs. Tormey to reel, and she died soon after.

Live Fish on the Orinoco.

Another consignment of live fish from Bermuda arrived here yesterday on the steamship Orinoco, in charge of C. F. Brush and F. W. Carpenter, agents of the New York Aquarium. There came as passengers on the Orinoco, Bishop W. B. Derrick and Capt. H. E. Platt, Lieuts. G. H. Goldfish and H. A. Carr, and Capt. T. B. Missick, British army officers, on their way from Bermuda to England.

Our artist is inclined to exaggerate, but still there are so many men who don't seem to know how to dress in Summer that he is excusable.

Everything that helps to make hot weather endurable is here.

Thin suits	Negligee shirts
Low shoes	Washable scarfs
Straw hats	Linen-mesh underwear
	Bathing Suits.

ROGERS, PEET & Co.

Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.

A WOMAN'S MYSTERIOUS DEATH

Her Husband Tells a Rambling Story After Being Arrested on Suspicion.

Mrs. Mary Lawlor, forty-two years old, died some time yesterday in a miserable room in the basement of the furnished room house at 17 Hamilton Street. Her husband, James Lawlor, alias James Ryan, a peddler, was arrested by the Madison Street police on suspicion of having been in some way responsible for her death, although it is believed by the police that he had nothing to do with it.

The couple were continually drinking and fighting, according to the statements of the tenants in the house. Mrs. Lizzie Johnson, who occupies the room adjoining at the rear, said that the two had a quarrel at 11 o'clock Saturday night, during which dishes and other articles were used as missiles.

A Mrs. Campbell of 18 Hamilton Street, opposite, notified Patrolman John J. Baker that a woman was dead in 17 and he sent for an ambulance from Gouverneur Hospital. This was at 2:30 o'clock in the afternoon. Dr. Wightman responded. He found the woman dead, the body lying diagonally across the bed. He saw no marks of violence, but there was blood on the bed beside her. All the time the surgeon was in the room the husband, who was there, kept saying that knockout drops had been given to her in a saloon to which he had forbidden her to go.

In talking to Patrolman Baker the husband spoke a quarrel which the couple had had over her refusal to sew a button on his trousers, in the course of which he had pricked her over the heart with a needle. The policeman arrested him as soon as he had made that statement. The policeman understood that the quarrel referred to had occurred at 2 o'clock on Sunday afternoon, but the prisoner later said that it had occurred on Saturday afternoon. At the police station the man told a rambling story, but it impressed the police as being truthful, although it was greatly mixed as to hours.

The man said that he and his wife went to bed intoxicated at a late hour Saturday night or early Sunday morning. Then, according to the story, he awoke at 6 o'clock in the morning and went out for 10 cents worth of whisky, which he procured and brought back to the room. His wife was then in bed, apparently asleep. He tried to awaken her, and then felt of her forehead and found it cold. Then he realized that she was dead and ran across the street to tell Mrs. Campbell. It would seem that the man in his drunken stupor had gotten mixed as to the time, for Mrs. Campbell said that it was about 2 o'clock in the afternoon that he told her, and that she summoned the police. The man seemed to think that his wife had been drugged, as he told Dr. Wightman, and said that on Friday he had forbidden her to go to a certain saloon nearby, where, he said, she might meet bad treatment. He thought that after he went to bed on Saturday night she left the house and visited this saloon.

It is thought that the woman died of apoplexy, for no needle prick or bruise was visible upon her body. The blood which Dr. Wightman noticed on the bed may have been the result of a natural death. An autopsy to determine the cause of death will be made to-day by Coroner Bausch.

MRS. GRINER KILLED HERSELF.

Husband's Dislike of Stepchildren Proved Too Much of a Burden.

Mrs. Mary Griner, aged thirty-five years, of 317 Linden Street, Brooklyn, committed suicide last evening in a house in which she formerly lived at 902 Flushing Avenue by swallowing carbolic acid. Mrs. Griner killed herself, it is said, because her husband, whom she married three years ago, disliked her two sons, Charles and Theodore Wuerst, aged ten and thirteen years. She had another boy, Martin, aged six years. She had been a widow but a short time when she married Griner.

Griner is a roofer, and some time ago, it is alleged, he evinced a dislike for the two oldest stepchildren. He continually told his wife that she ought to place them in an institution. Mrs. Griner did all that was possible to keep them as long as she could. Saturday night Griner returned to his home in an angry mood and told his wife, it is said, that she must put the boys in an institution. Mrs. Griner took the order greatly to heart, and at 2 o'clock yesterday morning she left her home, taking the two children her husband disliked. After wandering around the streets for a while she went to the Flushing Avenue house.

Mrs. John Beitsch, who lives there with her five children, offered shelter to Mrs. Griner and her children. Mrs. Griner seemed greatly downhearted, and early yesterday afternoon, when Mrs. Beitsch went out with her children, leaving Mrs. Griner in charge of the house, Mrs. Griner said she didn't think she would be there on Mrs. Beitsch's return.

At 5 o'clock Mrs. Griner, after kissing her children good-bye, swallowed the acid. She died soon after reaching St. Catharine's Hospital. The children were taken to the Hamburg Avenue police station and Griner notified. He failed to send for the children, and they were taken in charge by the Children's Society.

STEAMER CRASHES INTO DOCK.

The St. Leonards Badly Damages One in Hoboken.

The steamer St. Leonards, a new vessel of the Phoenix Line, which plies between New York and Antwerp, crashed into Campbell's dock, south of her own pier at Seventh Street, Hoboken, yesterday. She was being assisted into her dock by the tug Goodwin aided by her own steam. There was a strong tide running, and whether this was responsible or whether she did not answer her signals promptly is not known. The bow of the St. Leonards tore into the dock for a distance of about twenty feet, tearing up the planking and making a V-cut. Capt. William Pugh of the steamer was on the bridge when she met with the accident. The only damage to the vessel was the scraping of her bow. After the accident she backed out from the damaged dock and then tied up at her own pier.

The damage to the dock has not been determined, but it is thought that several hundred dollars will be required to make repairs.

A Trolley Car Conductor Killed.

John Gorman, a conductor of the Nassau Railroad Company, Brooklyn, died at St. John's Hospital at 2 o'clock yesterday afternoon of injuries received at midnight Saturday. Gorman was coupling two cars at Rogers Avenue and Bergen Street. A third car came along and crashed into the first two, crushing Gorman. He was removed to the hospital unconscious.

FLINT'S FINE FURNITURE

TREASURES FROM THE ORIENT

"Gold-encrusted barges, hung with Persian rugs, and trailing rich brocades in the sea,"—Such was the splendor of Venice when her merchants gathered the treasures of the Orient and poured them into her lap. To-day the rug treasures of the Orient are brought across the world to adorn the homes of youthful America.

Our buyers lately brought over a lot of the most beautiful and rich Oriental Cashmere rugs, worthy a place in a Doge's palace. In this case we make a price that will permit all lovers of fine rugs to share them. They will increase in value and beauty for years while you are enjoying them.

FINE FURNITURE.

Now even greatly reduced from factory prices, as you

"BUY OF THE MAKER"

GEO. C. FLINT CO.

43, 45 AND 47 WEST 23D ST.
NEAR BROADWAY.
FACTORY: 154 AND 156 WEST 19TH STREET

PASTOR'S VOICE TOO LOUD.

His Exhortations Disturb the Congregation of Another Church and Residents at Plainfield.

PLAINFIELD, N. J., Aug. 7.—Plainfield church circles are considerably stirred over the friction which has been caused between the First Baptist Church and the Calvary Baptist Colored Church, as well as between the members of the latter and the people who live in proximity to their place of worship, at the corner of West Front Street and Central Avenue. The trouble is the result of the high tone of voice in which the Rev. Scott Wallace, pastor of the colored flock, exhorts his congregation to avoid the path of evil and tread the way of righteousness.

The Rev. Mr. Wallace is a Virginian, over six feet tall, weighs about 300 pounds, and is gifted with a stentorian voice that when he preaches and warms to his subject is easily heard for a block around the church. Directly across the street, on the opposite corner, is the First Baptist Church, in which one of the largest and most aristocratic congregations in Plainfield worships. The Rev. Dr. D. J. Yerkes is the pastor, and has been for the past thirty years. He expounds the Scriptures in distinct, but withal moderate, tones. During the Summer months the oppressive heat has necessitated the opening of the windows of both churches, and the high-pitched voice of the colored brother across the way has greatly disturbed the First Baptist congregation, who have been unwilling auditors of his admonitions to his little flock.

Frequently Dr. Yerkes has been compelled to stop in the midst of his sermon and wait until the Rev. Mr. Wallace terminated his discourse. On two occasions one of the deacons of the white church has had to ask the Rev. Mr. Wallace to lower his voice to a point that would not interrupt the sermon of Dr. Yerkes. The colored parson always promptly complied with the request, but a few minutes after his fervor would carry his voice to the neighboring church again with such power as to try the patience of both Dr. Yerkes and his congregation. The singing of the colored congregation is also very loud, and can be heard two blocks away.

The First Baptist Church members have been in a quandary as to what course to pursue, but it now seems likely that the timely intervention of some of the residents who are also disturbed by the preaching and singing in the colored church will prove effective.

Last week several of the householders living on the block where the colored church is located appeared before Judge De Meza and made a formal complaint. They asked that the Rev. Mr. Wallace be requested by the police to lower his voice when preaching, or else that he be haled before the City Judge to answer to the charge of being a nuisance to the community. They say it is utterly impossible to secure either sleep or peace of mind while the colored congregation worships as they have been doing.

Judge De Meza promised to have the Rev. Mr. Wallace and the church officials warned, and yesterday he announced that if the warning was not complied with, the pastor would be prosecuted.

CITIZEN TRAIN'S DINNER PARTY.

Banquet at Mills Hotel No. 1 Followed by an Exhibition of His Skill in Boxing.

Citizen George Francis Train gave one of his sociable dinners at Mills Hotel No. 1 in Bleecker Street yesterday, and had sent out a good many invitations to people, both famous and not very well known. Among those thus favored were Mrs. Elizabeth Cady Stanton and some other members of the National American Women's Suffrage Association, who, however, were not able to accept. Had they and the rest of the ladies invited been present they would have been entertained perhaps by an interesting talk from Farmer Dunn on meteorology, if not with an elaborate menu, but another part of the programme in which Citizen Train engaged in a boxing bout with Prof. Mike Donovan would have been eliminated, and the harder element of the party would have missed considerable amusement.

The dinner was served in the basement, and the menu was the regular one of the house for the day, namely, soup, fish or meat, two vegetables or salad, dessert, tea, coffee, or milk; price, 15 cents. Citizen Train's guests, however, were not limited to the regular dinner, but were treated to some melon and ice cream as well.

When coffee had been served the host made most of the guests deliver speeches, or at least tell a story. When that part of the programme began to lag Citizen Train suddenly said: "Let's go up stairs, and I'll show you something before the crowd gets there. I have a nice room there, and if you cannot all get in at once you can do so by turns."

The party went up in the elevator as far as the elevator could go, and then were led to his room, a corner one. The corner rooms are the choicest and cost thirty cents a day, while the other rooms rent at twenty-five cents. The host sat down on his bed and a guest near him, and a third sat down on a chair, while the others stood inside and outside. After talking about various things, Mr. Train suddenly said: "They say I'm getting old. I'm sixty-nine, but I'm not senile. Get out the gloves, Donovan." Stripping to the waist with the agility of a schoolboy, he emerged into the corridor, swinging his arms, and faced Donovan, who contented himself with taking off his coat and waistcoat. When the referee called time Citizen Train rushed at his antagonist and landed a number of blows in rapid succession, and thereafter danced and sparred around him until time was called. The rounds were short, and at the end of each Mr. Train went to the window to cool off.

After he had had enough of this exercise he entertained his guests with reminiscences and showed them a trunk full of newspaper clippings about himself. When the time came for the party to break up he refused, as usual, to shake hands with any one. The guests all declared that they had had a very delightful time.

Japanese Bicyclist Injured.

Meta Sago, a Japanese, twenty-one years old, of 16 Washington Place, was riding a bicycle along Lenox Avenue at One Hundred and Twentieth Street yesterday afternoon when he collided with a light wagon driven by Dr. Charles E. Campbell of 212 Lenox Avenue. Sago was knocked from his wheel and sustained a severe scalp wound, which was dressed at the Harlem Hospital. The physician was arrested, and later was bailed out of the East One Hundred and Twenty-sixth Street Police Station.

Policeman Thrown from a Bicycle.

Policeman George W. McPhail of 163 West One Hundred and Second Street was injured last evening while bicycle riding at Point View, College Point. He was thrown from his wheel and struck on his side. Dr. Operly attended him, after which he was removed to Bellevue Hospital in a steam launch.

O'Neill's,

Sixth Ave., 20th to 21st Street.

Passing All Records

in Blanket selling, and there's a reason for it. Trade in midsummer is obstinate. Instead of abiding by dull conditions we put on more steam and crowd things for all they're worth. There's an enthusiasm about busy activity in August that other stores know nothing of. But there's nothing strange about it when you consider the great values we're giving in this

ANNUAL BLANKET SALE.

7,500 PRS. CALIFORNIA BLANKETS--Like This:

1867 pairs California Blankets, 62x80, in pink, blue, yellow and red borders; ordinary selling price $5.50; August sale price...	$4.25
627 pairs California Blankets, in several pretty borders, liberal sizes; regular value $6.75; August sale price..................	$5.25
858 pairs of No. 6522, size 72x84, in a beautiful range of color borders; regular value $7.50; August sale price..............	$5.50
916 No. 404B, in blue, yellow, red and pink borders, as good blankets as you'll find anywhere at $10.00; large size; August sale price	$7.98
598 pair 41C, size 76x84, in four showy color borders; we know of no finer blankets sold anywhere for less than $10.00; August sale price	$7.98
985 pairs elegant California Blankets, full 62x80 size, in handsome borders of yellow, red, blue, pink, etc.; these blankets have always been great sellers and are the equal of any $8.00 blanket on the market to-day; August sale price...............	$5.98
716 pairs elegant California Blankets, soft and lovely, 72x84, regular $8.50's; August sale price...	$6.50
685 pair 76x84's, made of very fine California wool; we know where this blanket finds lots of buyers at $8.00; our price during this sale........................	$6.50
248 pairs best California wool Blankets, handsome color borders, large size; you'll have to pay $12.00 for this blanket when the season comes; the price now	$8.98

Prices for Wool Blankets

10-4 size at 55c., 79c., 98c. and up to $2.45; each one priced 20 to 40 per cent. below regular prices.

11-4 size at 79c., 98c., $1.35 and up to $3.98; regular price 98c. to $6.

12-4 size at $3.75, $4.98, $5.50 to $6.98; regularly worth $5 to $9.

Women's Silk Dresses, Too!

On the march under orders from the suit chief these dresses and suits are to be set moving quickly to-day:

Silk Dresses of all styles, with newest trimming and other belongings—that have been fast sellers here at $9.98 to $50—go at	$6.98 TO $30
Women's Serge Men-Tailored Suits, that were made to order and cannot be duplicated again, with fly front jacket, full taffeta lined, and percaline lined skirt—go at	$9.98
A half hundred others, in navy blue and black—fully lined with black taffeta—go at	$14.75

A RUN ON BICYCLES!

Our new 1899 models are almost ready. Have got a few hundred '98 "O'Neill" models on hand. We're willing to take

TWENTY-ONE DOLLARS

for each wheel to clear them out. This bargain ought to hustle these machines out in short order, as "O'Neill" Wheels are backed up by a strong guarantee, and, between you and the writer, there's hardly any difference between '98 and '99 models. Make up your mind quick!—$21.00, that's all.

We deliver all purchases excepting bicycles and sewing machines free at any railroad station within 100 miles of New York.

H. O'NEILL & CO.

NEARLY MOBBED THE AGENTS.

Sold Tickets for an Excursion Which Did Not Materialize and Got Away with Difficulty.

NEW BRUNSWICK, Aug. 7.—There were about 900 disappointed people in this city to-day. All had intended to go on an excursion to Coney Island on the iron steamboat Sirius, and many had purchased tickets, but the Sirius did not appear, and as a result over 100 of the people were 50 cents poorer than when they left home, for agents of the company continued to sell tickets, and shouted that the boat would surely make the trip.

The Sirius took an excursion party from New Brunswick to Coney Island yesterday, and handbills announced the contemplated trip to-day. The steamer New Brunswick of the New York and Perth Amboy Transportation Company also runs to Coney Island on Sundays. When that company learned that the Sirius intended making a trip steps were immediately taken to prevent it. Charles B. McLaury, the manager of the New York and Perth Amboy Company, saw officials of the Pennsylvania Railroad, from which his company leases the docking privilege. The Pennsylvania Railroad controls all other piers here, and notified Harbor Master R. H. Bloodgood not to permit the Sirius to take the excursion party to day. The Iron Steamboat Company was informed of this, and this ended the proposed excursion. The Sirius intended to dock here last night, but was not allowed to do so, and went to Manhattan.

The agents who sold the tickets here for the Sirius excursion looked for her to return here every minute, until nearly noon to-day, and when she did not appear, they had a narrow escape from being mobbed. The men had to be protected by Policeman Faulkner, who saw them safely out of town.

JAPAN'S NEW CRUISER.

Officers Arrive in This Country to Command the Kasagi.

CHICAGO, Ill., Aug. 7.—Nine Japanese naval officers are here en route to Philadelphia to place the cruiser Kasagi in commission. They are K. Hideshina, Fleet Engineer; S. Nakahama, Chief Paymaster; Y. Suzuki, Chief Surgeon; F. Sayejuna Katagawa, K. Ugeno, M. Oki, K. Yamoaka, and S. Kondo. Capt. Kosiwayuham, who will command the cruiser, is now in Philadelphia.

The remainder of the officers and 200 seamen will come in about six weeks. The Kasagi will be taken to Portsmouth, England, where she will receive her big guns. Then after cruising in European waters for six months she will go home via the Suez Canal.

CHILDREN'S CHRISTIAN UNION.

Closing Day of the Tenth Annual Meeting at Saratoga.

SARATOGA, Aug. 7.—This was the closing day of the tenth annual convention of the Young People's Christian Union of the United Presbyterian Church of North America, and seven separate meetings were held. They were conducted by the Rev. Dr. J. T. McCroy of Pittsburg, Penn.; Mrs. Jennie Logue Campbell of Monmouth, Ill., and the Rev. Dr. W. J Reid of Pittsburg, Penn.

The convention sermon was delivered by the Rev. Dr. J. A. A. McDowell of Newcastle, Penn. Addresses were also made by the Rev. Dr. John McNaugher of Allegheny, Penn., and the Rev. Dr. W. C. Williamson of Keokuk, Iowa. The closing exercises were conducted by the Chairman of the General Committee, the Rev. J. A. Alexander of Keokuk, Iowa.

Newark Sunday-Closing Campaign.

NEWARK, Aug. 7.—The efforts of the Sunday Half-Holiday League to compel storekeepers on the hill to close on Sunday were continued to-day. The storekeepers against whom complaints were made last week, and whose cases will be heard in court next Wednesday, opened their stores as usual. There was no demonstration of any kind, but members of the league went about securing evidence, which will be used against the offenders. Additional warrants will be served to-morrow.

AMUSEMENTS.

MADISON SQUARE GARDEN.
Opening postponed until Thursday night. Monday's tickets good Thursday.
IMRE KIRALFY'S
NAVAL SHOW.
THE GREATEST PRODUCTION OF MODERN TIMES.
REAL WARSHIPS ON REAL WATER.
TWICE DAILY THEREAFTER.
POPULAR PRICES.

Manhattan Beach.
Swept by Ocean Breezes.
BROADWAY THEATRE OPERA COM'Y
The Highwayman, Evgs., 9 P. M. Sat. Mat., 4 P. M.
Victor Herbert's 22d Reg't Band Daily, 3:30, 7. Sunday, 3:30, 8.
Pain's Manila & Fireworks Evenings 8 P. M. sharp.
Great Water Carnival To-mor., Aug. 9

THE COOL CASINO! THEA. & ROOF! Admission 50c.
The BIG XTRVGNZA! YANKEE DOODLE DANDY! 200 People on the Stage!
Roof To-night & Every Night! | Rice's Summer Nights! and the Great Cake Walk!

POPS MADISON SQUARE ROOF GARDEN. POPS
EVENINGS AT 8:15. ADM. 50c.
GRAND POPULAR CONCERTS
By the Met. Permanent Orchestra.
Cold or rainy nights perf. in Concert Hall.

KEITH'S CONTINUOUS PERFORMANCE
25c., 50c. Noon to 11 P. M.
MILTON AND DOLLIE NOBLES. BIOGRAPH.
COOL AIR. JOHN C. RICE & SALLY COHEN.

WORLD IN WAX NEW WAR GROUPS
EDEN MUSEE
Orchestral Concerts. CINEMATOGRAPH

KOSTER & BIAL'S ROOF GARDEN. Adm. 50c.
LAFAYETTE—TRULY SHATTUCK,
4 Emperors of Music and 10 other big acts.

THE TURF.

BRIGHTON
RACES To-morrow Last Day.
Rain or Shine. Concert by Lander.
Take any Coney Island route.

SYRACUSE STRIKE SETTLED.

The Rapid Transit Company and Employes Come to Terms.

SYRACUSE, Aug. 7.—The strike of the employes of the Syracuse Rapid Transit Railway Company was settled this afternoon. The company has revoked the rule requiring old employes to make a deposit of $25 as surety, and has agreed to receive at any time a grievance committee of its employes. The strikers waive recognition of the Amalgamated Association of Street Railway Employes of America, the purchasing of seven tickets of the Lakeside Railway to sell to passengers, and all minor details. The men will return to work at the usual time to-morrow morning.

Over forty-four conductors, motormen, and other laborers have been out since Friday noon since which time not a car has been moved on the entire system, the only electric cars running in the city Saturday and Sunday being those of the Suburban Railway, the Lakeside Railway, and the Syracuse and East Side Company, which are not affiliated with the Rapid Transit Company.

The settlement was arrived at through the efforts of William Purcell of Rochester and W. H. Webster of Buffalo, members of the State Board of Mediation and Arbitration.

The New York Times.
WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.
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STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended Aug. 6....	1,764,780
Same week last year........	2,850,558
Stocks to date this year......	58,964,662
Corresponding date last year.	35,288,441

Bonds for the week...........	$26,245,500
Same week last year.........	19,052,500
Bonds to date this year......	493,278,120
Corresponding date last year.	284,462,138

Money rate range for week: Collateral loans on call, 1¼@1½; at three months, 2½; at six months, 3@3½ per cent. Commercial paper, sixty to ninety days, 3½@3¾ per cent.

THE NEW NORFOLK.

How Reorganization Shows in the Affairs of the Norfolk & Western—A Southern Record.

Less than two years ago the Norfolk and Western Railroad was in the hands of a receiver. Since that time there have been declared 4 per cent. dividends upon the preferred stock, the first 1 per cent. being paid out of the earnings of the first nine months after the road had been taken out of its receiver's hands. Nowhere in the American railroad field can be shown any better record than this. In addition to these dividends Norfolk and Western carries over into this fiscal year a surplus equal to 2 per cent. on its preferred stock.

Back in 1890 the old Norfolk and Western preferred sold up above 66, its highest price. The property then had upon its 1,100 miles of road bonds averaging nearly $44,000 per mile. To-day Norfolk and Western's bonds on its 1,570 miles of road amount to less than $30,000 per mile.

The recent action of the Norfolk and Western Directors in declaring 2 per cent. upon the preferred stock, making 3 per cent. for the year just ended, and the road's excellent earnings for that year, make pertinent a review of the history of the property.

The Norfok and Western Railroad was formed May 9, 1882, by the consolidation and merger of the New River Railroad of Virginia, the New River Railroad of West Virginia, and the East River Railroad of West Virginia into the Norfolk and Western Railroad.

The latter company was organized on May 3, 1881, and succeeded to the property and franchises of the Atlantic, Mississippi and Ohio Railroad, which were sold at foreclosure on Feb. 10, 1881. The Atlantic, Mississippi and Ohio was a consolidation of the Norfolk and Petersburg Railroad, chartered March 15, 1851, and opened in 1852; the South Side Railroad, chartered March, 1846, and opened in 1854, and the Virginia and Tennessee, chartered in 1849 and opened in 1857. This company defaulted in the payment of interest on its bonds, due Oct. 1, 1874, and on April 1, 1875, the property was placed in the hands of receivers.

By the terms of the consolidation in 1882 the preferred stock of the Norfolk and Western was exchanged share for share for the preferred stock of the New River Railroad of Virginia and the common stock, share for share, for the common stock of the same company and also for that of the other companies. On Dec. 29, 1882, the Norfolk and Western entered into a traffic contract with the Shenandoah Valley Railroad, and during the following two years acquired 30,571 shares out of a total issue of 36,962 shares of that company.

Early Additions to the System.

The New River Division was completed and opened for business May 21, 1883, and work was begun on the Cripple Creek extension in December of that year, but in July, 1884, owing to the financial disturbances, construction was suspended and not again resumed until December, 1885. The company acquired the Scioto Valley and New England Railroad on Feb. 1, 1890, issuing in payment therefor $3,000,000 preferred stock. This latter company was a reorganization of the Scioto Valley Railroad, which was organized Feb. 23, 1875, defaulted on Jan. 1, 1885, and sold under foreclosure Jan. 22, 1890.

The Shenandoah Valley Railroad went into the hands of receivers on March [illegible] 1885, and was sold under foreclosure Sept. 30, 1890; was purchased by the Norfolk and Western, the latter issuing in payment therefor $2,250,000 common and $4,500,000 preferred stock. On Oct. 1, 1890, the Norfolk and Western began the operation of this line as its Maryland and Washington Division. On March 1, 1892, the Lynchburg and Durham Railroad, Lynchburg, Va., to Durham, N. C., 115.09 miles, was leased for one year at a rental equal to 35 per cent. of gross earnings, taxes to be deducted from rental. The Roanoke and Southern Railway, Roanoke, Va., to Winston-Salem, N. C., 121.3 miles, was leased for 999 years from March 1, 1892, on a guarantee of principal and interest on the first mortgage and an agreement to pay over any balance of earnings after operating expenses, taxes, interest, and improvements. The Columbus Connecting and Terminal Company, at Columbus, Ohio, was chartered in 1892 in the interest of the Norfolk and Western, to which it was leased, and put in operation July 1, 1893. The Columbus, Sandusky and Hocking and the Cleveland, Akron and Columbus Railroads use this property jointly with the Norfolk and Western.

Receivership and Reorganization.

As net earnings in 1893 and 1894 were not sufficient to meet fixed charges, even after the cessation of dividends, representatives of a large amount of securities of the company petitioned for the appointment of receivers, and on Feb. 6, 1895, President Frederick J. Kimball and Henry Fink were appointed in that capacity. A plan of reorganization was prepared dated March 12, 1896, providing for the formation of a new company and the creation of the following new securities: $62,500,000 first consolidated 4 per cent. 100-year gold bonds, due Oct. 1, 1996; $23,000,000 4 per cent. non-cumulative adjustment preferred stock, and $66,000,000 common stock.

Distribution of Securities.

The new securities were distributed on the following basis of exchange for the old securities: Holders of the $1,500,000 adjustment 7 per cent. bonds received 7 per cent. in cash, 130 per cent. in first consol 4s, amounting to $1,950,000, and 20 per cent. in preferred stock, amounting to $300,000; the $15,065,000 100-year mortgage bonds received 62½ per cent. in first consol 4s, amounting to $9,415,625, and 75 per cent. in preferred stock, amounting to $11,298,750; the $7,050,000 Maryland and Washington Division bonds received 70 per cent. in first consol 4s, amounting to $4,935,000, and 67½ per cent. in preferred stock, amounting to $4,758,750; the $2,500,000 Clinch Valley Division bonds received 50 per cent. in first consol 4s, amounting to $1,250,000, and 70 per cent. in preferred stock, amounting to $1,750,000; the $4,114,000 equipment mortgage of 1888 received 100 per cent. in first consol 4s, amounting to $4,114,000, and 48 per cent. in preferred stock, amounting to $1,974,720; the 5 per cent. debenture of 1892 received 100 per cent. in preferred stock, the $2,041,000 Roanoke and Southern bonds received 55 per cent. in first consol 4s, amounting to $1,122,550, and 65 per cent. in preferred stock, amounting to $1,326,650; the $1,530,000 Lynchburg and Durham bonds received 35 per cent. in first consol 4s, amounting to $535,500, and 65 per cent. in preferred stock, amounting to $994,500.

The $9,500,000 Norfolk and Western common stock, on payment of $12.50 per share assessment, received 75 per cent. in common stock, amounting to $7,125,000; the $50,000,000 preferred stock, on payment of $12.50 per share assessment, received 112½ per cent. in common stock, amounting to $56,250,000; the $553,650 Roanoke and Southern, on payment of a like assessment, received 75 per cent. in common stock, amounting to $415,237.50; the $713,350 Lynchburg and Durham stock, on payment of the same amount of assessment, also received 75 per cent. in common stock, amounting to $53,012.50. Under this arrangement the total issue of consolidated 4s was $23,322,675, out of an authorized issue of $62,500,000; $22,883,370 preferred stock, out of $23,000,000 authorized, and $64,825,250 common stock, out of $66,000,000.

Undisturbed Issues.

The following securities remained undisturbed in the reorganization: $8,505,200 divisional lien bonds, secured by mortgages prior to the general mortgage of 1881; $7,283,000 general mortgage 6s of May 1, 1931; $2,000,000 New River Division first 6s of April 1, 1932; $5,000,000 improvement and extension mortgage 6s of Feb. 1, 1934; $5,000,000 Scioto Valley and New England first mortgage 4s of Nov. 1, 1989, and $600,000 Columbus Connecting and Terminal Company 5s of Jan. 1, 1922, a total of $23,388,200.

The New Company.

The Norfolk and Western Railway Company was organized Sept. 24, 1896, and succeeded to the property and franchises of the original company, which were sold under foreclosure Sept. 15, 1896. The Shenandoah Valley Division, the Durham Division, and the Lynchburg and Durham Railroad were taken over by the new company on Oct. 1, 1896, after their foreclosure sale. The Scioto Valley Division was sold under foreclosure on Nov. 11, 1896, and the Roanoke and Southern Railroad on Nov. 24, 1896, and both these properties were bid in by the Reorganization Committee and transferred to the newly organized Norfolk and Western. The system now comprises 1,570 miles, extending from Norfolk, Va., westward to Columbus, Ohio, and northward to Hagerstown, Md., with branches to the coal fields in Virginia and West Virginia. The system is divided as follows: Norfolk, Va., to Columbus, Ohio, 710 miles; Radford, Va., to Bristol, Tenn., 107 miles; Roanoke, Va., to Hagerstown, Md., 238 miles; Graham to Norton, 100 miles; North Carolina Junction to Iron Ridge, 45 miles; Lynchburg to Durham, N. C., 115 miles; Roanoke to Winston, 124 miles; branches, 131 miles.

Status of the Securities.

Unlike most of the recent reorganizations there is no voting trust in connection with this company. The holders of the adjustment preferred stock are entitled to non-cumulative dividends to the extent of 4 per cent. per annum, payable out of any surplus net profits before any dividend can be declared on the common stock. In case of liquidation or distribution of the capital of the company, holders of the adjustment preferred stock are entitled to receive the par amount of their stock out of the company's assets in priority to any payment therefrom on the common stock.

During the five years from the date of the organization of the company, unless full yearly dividends at the rate of 4 per cent. per annum shall have been paid on the adjustment preferred stock for three years before the expiration of that period, two-thirds of the whole Board of Directors of the company shall be elected by separate ballot by vote of the holders of a majority of the adjustment preferred stock and the remainder of the board shall be elected by separate ballot by vote of the holders of a majority of the common stock. After the expiration of five years, or after full yearly dividends on the adjustment preferred stock shall have been paid for three years, the adjustment preferred stock and the common stock are to rank equally, share for share, at all elections, each share entitling the holder to one vote.

No mortgage other than the mortgages provided for in the plan of organization shall be placed upon the property, and the amount of adjustment preferred stock, $23,000,000, shall not be increased or decreased, except with the consent of the holders of two-thirds of the whole amount of adjustment preferred stock then outstanding, and the consent of the holders of a majority of the common stock represented at a meeting called for that purpose.

The Consolidated Mortgage.

The 4 per cent. first consols are subject to the $3,500,000 of prior lien bonds, which may be issued only in case of emergency, a first mortgage on 845 miles of the system, upon important terminals, upon the Ohio River Bridge and Roanoke Machine Works, besides being a consolidated mortgage upon the remainder of the system subject to the undisturbed liens. They are further secured by the equipment, covered by the car trusts and equipment bonds taken in the reorganization. The prior lien bonds, if issued, will be retired at 105 by sale, whenever possible, of first consols at or above 95. Undisturbed bonds which cannot be taken up at maturity on satisfactory terms by use of the consols reserved for that purpose may be extended or renewed. Of the consol 4s reserved $25,980,880 are for the retirement of the $23,388,200 undisturbed issues; $3,500,000 for existing obligations or to retire the prior lien bonds, if issued; $9,690,436 for new construction, acquisitions, and improvements not exceeding $1,000,000 yearly. The securities as listed on the Stock Exchange are:

Norfolk & Western gen. g. 6s. 1931.	$7,283,000
Do New River 1st g. 6s 1932...	2,000,000
Do improvement & ex. g. 6s. 1934	5,000,000
Col., C. & T. 1st gtd. g. 5s., 1922	600,000
Scioto Val. & N. E. 1st gtd. g. 4s, 1996..........	5,000,000
Norfolk & Western Ry. 1st con. g. 4s, 1996..........	23,319,100
do small bonds..........	
do registered	

The amount of common stock listed is $54,421,200, and of preferred $22,928,650. Two dividends of 1 per cent. each have been paid on the latter, one in November last year and the other in February of this year. The declaration of 2 per cent. by the Directors on Wednesday makes 3 per cent. for the fiscal year, the dividend last November being out of earnings for the previous nine months. The reorganization reduced the fixed charges $950,843, liquidated the floating debt, and took up the car trusts, except those of 1892 and 1893.

A Comparison of Earnings.

A review of the earnings of the old company previous to the beginning of dividends in the latter part of the 80's, and after their discontinuance, may be of interest as compared with the recent showing made by the new company. In 1885 gross earnings were $2,771,121; total net income, $1,121,829; deficit, after charges, $18,162; in 1886 gross earnings were $3,252,056; total net income, $1,325,450; surplus, after charges, $131,664; in 1887 gross earnings were, $4,254,794; total net income, $1,880,511; surplus, after charges, $635,528. A dividend of 1½ per cent. was paid in 1888, and gross earnings in that year were $4,890,599; total net income, $2,057,087; balance, after charges and dividend, $418,559. In 1889, 1890, 1891, 3 per cent. dividends were paid in each year. Gross earnings in 1889 were $5,597,125; total net income, $2,257,920; surplus, after charges and dividends, $105,047; in 1890, gross earnings were $7,561,916; total net income, $2,957,225; surplus, after charges and dividends, $319,610; in 1891 gross earnings were $9,188,042; total net income, $3,469,920; surplus, after charges and dividends, $1,715 In 1892 gross earnings were $9,952,882; total net income, $3,202,075; deficit, after charges and dividends, $443,145. No dividends were paid in any of the following years previous to the reorganization. In 1893 gross earnings were $10,032,618; total net income, $2,974,347; deficit, after charges, $241,847; in 1894 gross earnings were $10,340,452; total net income, $2,782,132; deficit, after charges, $470,677; in 1895 gross earnings were $9,662,087; total net income, $2,174,690; deficit, $964,959. The sinking fund of the equipment mortgage of 1888, $150,000, was not paid during the year.

Showing of the New Company.

With the formation of the new company the fiscal year was changed from Dec. 31 to June 30, and the first report was for the nine months ended June 30, 1897. Gross earnings for that period were $7,732,159, against $8,258,388 for the like period in the preceding year, and net, $2,104,124, against $1,694,910. Surplus for the nine months, $459,848. For the year ended Dec. 31, 1896, gross earnings were $11,055,845, against $9,662,087 in 1895, and $10,340,452 in 1894; net, over taxes, $2,324,934, against $2,138,451 in 1895, and $2,646,547 in 1894.

The first report for a full fiscal year of the new company was for that ended June 30, 1898, and was issued on Wednesday last. The following showing was made:

Gross earnings		$11,236,123
Operating expenses, including taxes		7,886,099
Net earnings....................		$3,350,024
Other income, interest and dividends		32,963
Total income		$3,382,987
Fixed charges on funded debt	$2,211,037	
Car trust obligations...	28,358	
Total interest charges.........		$2,239,445
		$1,143,542
Deduct advances to subsidiary companies		4,605
Net income for fiscal year.....		$1,138,937
Preferred stock 3 per cent. dividends		690,000
Surplus		$448,937

Prices of the Stock.

The lowest price at which the old preferred shares sold previous to the reorganization was 14, in 1885, and their

Continued on Page 6.

Stock Transactions New York Stock Exchange Week Ending Aug. 6, 1898.

Range for Year 1898.		Closing Bid		Net Change for Week	STOCKS. Sales Week Ending Aug. 6, [illegible]	Amount Capital Stock Outstanding	Last Dividend.		Week Ending Aug. 6.				Closing a Year Ago.	Sales For Wk End. Aug. 6, 1898.
Highest.	Lowest.	[illegible]	Aug. 6.				Date.	Per Cent.	First.	High.	Low.	Last.		
[illegible] February 10.	[illegible] April [illegible]	[illegible]	[illegible]	[illegible]	Adams Express	[illegible]	June 1, '98.	[illegible]	106	107	106	106	155¾	[illegible]
[illegible] May 6.	24 July [illegible]	27½	[illegible]	[illegible]	American Malting Company	14,750,000	....	..	[illegible]	27⅝	[illegible]	27⅝	...	[illegible]
[illegible] August 6.	70¼ May [illegible]	77½	80½	+ 2¾	American Malting Company preferred	14,540,000	July 1, '98.	1¾	77½	[illegible]	77¼	[illegible]	...	1,[illegible]
[illegible] July 8.	27 July 7.	33¾	39	..	American Steel & Wire	12,000,000	....	..	[illegible]	[illegible]	[illegible]	[illegible]	...	5,414
[illegible] July 8.	83¼ July 21.	[illegible]	[illegible]	+ ½	American Steel & Wire preferred	12,000,000	Aug. 1, '98.	1¾	[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] August [illegible]	16¾ March [illegible]	[illegible]	[illegible]	+ [illegible]	American Cotton Oil	20,237,100	....	..	[illegible]	[illegible]	[illegible]	[illegible]	19¼	13,847
[illegible] August [illegible]	66 March 1[illegible]	[illegible]	[illegible]	+ 4¾	American Cotton Oil preferred	10,198,600	June 1, '98.	3	[illegible]	[illegible]	[illegible]	[illegible]	71	[illegible]
[illegible] July 2[illegible]	117½ January 3.	125	[illegible]	..	American Express	18,000,000	July 1, '98.	3	126	127	126	126	116	[illegible]
[illegible] June 9.	[illegible] January 20.	14⅛	14½	+ 2¾	American Spirits Manufacturing	27,807,820	....	..	13⅝	14½	12⅞	14¼	15½	14,[illegible]
[illegible] June 27.	18 [illegible]	35	[illegible]	+ 3¾	American Spirits Manufacturing preferred	6,951,[illegible]	....	..	36	[illegible]	36	39¾	33¾	[illegible]
[illegible] June 6.	107½ [illegible]	138¼	[illegible]	+ ½	American Sugar Refining Company	[illegible]	July 2, '98.	3	138¼	140¼	[illegible]	[illegible]	145	122,[illegible]
12[illegible] January 6.	103 [illegible]	114	114½	+ 1¾	American Sugar Refining Co. preferred	36,968,000	July 2, '98.	1¾	113½	114½	113½	114½	115½	[illegible]
[illegible] August 2.	89 March 26.	95	[illegible]	..	American Telegraph & Cable Company	14,000,000	June 1, '98.	1¼	95	95	95	95	92	[illegible]
[illegible] August 4.	88½ January 4.	121½	124	+ 2¾	American Tobacco	21,000,000	Aug. 1, '98.	2	[illegible]	124⅝	121¼	[illegible]	94	75,804
[illegible] August 3.	*115 January 25.	130½	133	+ 1	American Tobacco preferred	11,935,000	Aug. 1, '98.	2	130½	133	130¼	130½	114¾	[illegible]
15 February 8.	11 April 21.	10	11	..	Ann Arbor	3,250,000	....	..	11	11	11	11	14	[illegible]
40¾ February 7.	34 January 4.	36	37½	..	Ann Arbor preferred	4,000,000	....	..	36¾	37½	36¾	37¼	32½	15
14⅝ June 8.	10⅝ April 21.	13⅝	14	+ ⅜	Atchison, Topeka & Santa Fe	102,000,000	....	..	13⅜	13⅝	13⅜	13⅝	14¼	2,014
35⅞ July 12.	23⅝ March 12.	33⅝	35⅝	+ ⅞	Atchison, Topeka & Santa Fe preferred	120,686,000	....	..	34¼	35⅛	34¼	35¼	26⅝	38,[illegible]
21¼ June 17.	12⅝ January 25.	16	17¼	..	Baltimore & Ohio	25,000,000	Nov. 15, '94.	2	14⅛	14½	14	14	11	771
7⅛ February 3.	5⅛ January 19.	6⅝	6⅝	+ ⅜	Baltimore & Ohio Southwestern preferred	19,670,700	....	..	6½	6¾	6⅜	6⅝	4½	900
5½ January 21.	2⅞ March 21.	4	4½	..	Bay State Gas	50,000,000	....	..	4⅛	4⅜	4	4	15⅝	29,544
60⅝ August 6.	35 March 12.	60⅛	60⅝	+ 1	Brooklyn Rapid Transit	20,000,000	....	..	59⅝	60⅝	57½	60⅛	33⅝	131,798
127 August 6.	106 March 26.	126½	128	..	Brooklyn Union Gas	15,000,000	June 1, '98.	3	125½	127	125½	127	121	2,035
14 June 6.	9 June 2.	...	...	+ 2⅝	Brunswick City	4,269,800	....	..	10½	12⅝	10½	12⅝	...	11,075
67⅝ January 3.	*61 May 2.	66	67	..	Buffalo, Rochester & Pittsburg preferred	6,000,000	Feb. 15, '98.	1	66⅝	66⅝	66⅝	66⅝	57½	150
57⅞ February 5.	44½ March 12.	54⅛	54½	+ 1⅛	**Canada Southern**	15,000,000	Aug. 1, '98.	1	54	54⅝	53½	54⅛	56⅝	1,835
89⅝ January 20.	72 April 21.	83	84½	− ½	Canadian Pacific	65,000,000	Apl. 1, '98.	2½	84	84½	84	84	78½	1,225
17½ August 3.	11 April 22.	16½	17	+ ½	Central Pacific	68,000,000	July 1, '98.	½	17	17½	16½	17	10½	1,816
24⅞ February 1.	17¼ March 28.	22⅞	22⅝	+ ⅝	Chesapeake & Ohio	60,[illegible],400	....	..	22⅝	23⅜	22⅝	23⅜	22	11,515
113¾ August 6.	85⅝ March 26.	112⅝	113	+ 6⅜	Chicago, Burlington & Quincy	82,0[illegible],800	June 15, '98.	1½	106⅝	113⅝	105⅝	112⅝	94	138,976
60 June 1.	*48 April 25.	57⅜	58½	− 1	Chicago & Eastern Illinois	6,197,800	July 1, '98.	2½	57½	58	57½	58	45	1,200
110½ February 1.	102 January 7.	107½	108	+ ⅜	Chicago & Eastern Illinois preferred	6,830,700	July 1, '98.	1¾	107	107⅝	107	107⅝	...	900
19⅝ January 8.	9½ February 24.	15⅝	15⅝	..	Chicago Great Western	21,200,145	....	..	15⅝	15⅞	15	15⅝	16¼	15,720
41⅝ August 3.	26 March 15.	40⅝	41	+ 2	Chicago Great Western preferred A	11,100,000	....	..	[illegible]	41⅛	39	41	...	3,350
30 August 3.	20 April 21.	29⅞	29⅞	+ ⅞	Chicago Great Western preferred B	7,444,800	....	..	29⅞	30	28	29¾	...	1,510
71½ July 15.	*71 August 4.	71	74½	..	Chicago Great Western deb.	13,800,000	July, '98.	2	71	71	71	71	...	10
11 July 27.	*6⅝ April 4.	9½	10	..	Chicago, Indianapolis & Louisville	10,500,000	....	..	[illegible]	9⅝	9⅝	9⅝	11⅛	25
38½ July 27.	28 April 16.	36⅝	32	− 5¼	Chicago, Indianapolis & Louisville preferred	5,000,000	....	..	36⅝	36⅝	30⅝	30⅝	33⅝	1,975
103⅞ August 6.	83¾ April 21.	102⅝	103⅜	+ 3⅛	Chicago, Milwaukee & St. Paul	46,027,261	Apl. 19, '98.	2½	100	103⅞	99⅞	103½	92⅞	153,876
153 August 6.	140 April 25.	152½	153	+ 1	Chicago, Milwaukee & St. Paul preferred	31,818,400	Apl. 19, '98.	3½	152	153	152	153	142½	1,814
135½ August 6.	113¾ March 12.	134⅝	134⅞	+ 3⅛	Chicago & Northwestern	39,087,383	July 6, '98.	2½	131½	135½	131	134⅞	120½	16,250
*176 March 2.	163 January 3.	175½	...	..	Chicago & Northwestern preferred	22,387,600	July 6, '98.	1¾	174½	174½	174½	174½	164	3
108⅜ June 1.	80 March 25.	100⅝	100⅞	+ 4⅛	Chicago, Rock Island & Pacific	50,000,000	†Aug. 1, '98.	1½	96⅞	101½	96⅝	100⅞	85⅝	88,095
9⅝ March 3.	4½ January 3.	7⅝	8	..	Chicago Terminal & Transfer	13,000,000	....	..	7⅝	7⅝	7⅝	7⅝	...	16
33 February 5.	22½ January 3.	27	29½	..	Chicago Terminal & Transfer preferred	17,000,000	....	..	27⅞	27⅞	27⅞	27⅞	...	20
44½ June 17.	25 March 12.	42½	43	+ ⅝	Cleveland, Cin., Chi., and St. Louis	28,000,000	Aug., '98.	1¼	42⅝	42⅞	41½	42⅞	32½	4,928
*88⅝ June 17.	77½ March 9.	...	...	..	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	July 20, '98.	1¼	85	85	85	85	65	55
19⅝ January 12.	11⅝ March 26.	14⅝	14⅝	..	Cleveland, Lorain & Wheeling	8,000,000	....	..	14¼	14⅝	14¼	14⅝	...	1,100
26⅝ January 11.	17 March 12.	20⅝	21½	− 1⅛	Colorado Fuel & Iron	9,250,000	....	..	20⅝	20⅞	19½	19½	18⅞	2,410
*18½ June 4.	14 June 23.	14	16⅝	..	Colorado Midland preferred	4,644,800	....	..	14	14½	14¼	14¼	...	40
8½ February 10.	4⅝ July 30.	5	5⅞	+ ½	Columbus, Hocking Valley & Toledo	11,696,800	....	..	5	6⅞	4⅞	4⅞	8⅝	1,120
205⅝ June 9.	167 March 26.	198½	199⅝	+ ⅝	Consolidated Gas	36,730,000	June 15, '98.	2	198½	201½	198½	199	189	5,127
42½ July 21.	27¼ March 25.	38½	39½	− 1	Consolidated Ice	6,500,000	May 17, '98.	1	40	40	40	40	38	400
91 February 15.	*81 March 25.	91	92	..	Consolidated Ice preferred	8,500,000	July 15, '98.	1¾	90	90	90	90	85	100
114½ February 3.	103 July 16.	107	109	..	**Delaware & Hudson**	35,000,000	June 15, '98.	1¼	107	107	107	107	120	567
159 February 3.	144¼ April 21.	150	152½	− 1¼	Delaware, Lackawanna & Western	26,200,000	July 20, '98.	1¾	150	152	150	151⅜	159⅝	930
52⅝ February 9.	40 April 21.	51	51¼	+ ⅝	Denver & Rio Grande preferred	23,650,000	July 15, '98.	1½	50⅝	51⅛	50⅝	50⅝	47⅝	5,160
20 June 10.	8⅝ April 21.	17¼	18	+ 1½	Des Moines & Fort Dodge	4,283,100	....	..	16	17⅝	16	17⅝	12½	935
64⅝ July 8.	45 April 20.	57½	60	+ ½	Detroit Gas	1,645,700	....	..	57¼	58⅝	57¼	58⅝	33½	900
2⅝ August 5.	2⅝ August 5.	...	...	..	Duluth, South Shore & Atlantic	12,000,000	....	..	2⅝	2⅝	2⅝	2⅝	4½	100
*135½ July 7.	*115 April 22.	130	135	..	**Edison Electrical Illuminating of N. Y**	9,077,000	Aug. 1, '98.	1½	130	131	130	131	123¾	757
*124½ July 28.	*102½ April 1.	122	...	..	Edison Electric Illuminating of Brooklyn	4,000,000	July 15, '98.	1½	122	123	122	123	115	44
*350 July 29.	*335 June 16.	350	...	..	Eighth Avenue	1,000,000	July, '98.	3¾	350	350	350	350	...	2
16⅜ February 4.	11 April 21.	13¼	13⅝	+ ¼	Erie	112,232,700	....	..	13¼	13½	13¼	13⅝	18⅛	620
42⅞ February 11.	29¼ April 22.	35⅞	36¼	+ ⅜	Erie first preferred	42,844,000	....	..	35⅝	36⅜	35	35⅝	41⅝	3,243
28 May 11.	*20 February 17.	25⅝	26	..	Evansville & Terre Haute	4,000,000	Aug., '93.	7½	26	26	26	26	20	100
54 August 5.	*37 April 13.	52	55	+ 1	Evansville & Terre Haute preferred	1,284,000	Apl. 15, '97.	1	54	54	54	54	28	100
42 January 28.	*27 March 26.	30	37	..	**Flint & Pere Marquette** preferred	6,500,000	Feb. 15, '98.	2	36	36⅜	36	36⅜	34	200
23 March 15.	19¼ January 24.	...	...	..	Fort Worth & Denver City	2,555,000	Mch. 15, '98.	2	24	24	22	22	10	56
40⅝ July 6.	29¾ March 12.	40⅛	40¼	+ ⅝	**General Electric**	30,460,000	....	..	39⅝	40⅝	39⅝	40¼	37½	12,067
180 June 30.	122 July 1.	131½	132	+ 1⅝	Great Northern preferred	50,000,000	‡Aug. 1, '98.	1½	129½	133	129½	131½	122½	5,785
*32½ February 24.	*30 January 7.	...	...	..	Green Bay & Western	2,500,000	....	..	30	30	30	30	...	10
36⅜ February 15.	15⅝ April 22.	25	25⅝	+ ⅜	**Hawaiian Sugar**	10,000,000	....	..	24⅝	25½	24⅝	25	...	2,500
111½ July 12.	98 April 21.	108⅛	108⅜	− ⅜	**Illinois Central**	52,500,000	Mch. 15, '98.	2½	107	108½	107	108½	110½	5,686
97⅞ August 4.	*94 February 2.	95	100	..	Illinois Central, leased line	10,000,000	July, '98.	2	95	97⅞	95	97⅞	97	36
60 June 1.	44½ April 21.	56	59⅞	+ 3½	Illinois Steel Company	18,650,600	July, '98.	1½	57½	59½	57½	59½	44	3,199
10 June 11.	7⅛ March 18.	9⅛	9⅝	+ ⅜	Iowa Central	8,430,600	....	..	9⅝	9⅝	9⅝	9⅝	9⅜	545
38¼ August 5.	25 April 28.	35½	37½	+ 3⅜	Iowa Central preferred	5,671,600	Apl., '93.	1	32⅝	36¼	32⅝	36¼	34½	1,476
24½ February 10.	15 April 16.	17	17½	+ 1	**Kansas City, Pittsburg & Gulf**	23,000,000	....	..	16½	17	16½	17	...	2,925
5½ June 11.	*2½ January 26.	4	5	..	Keokuk & Des Moines	2,600,000	....	..	4	4	4	4	4	83
54 August 5.	37½ March 25.	53½	53⅝	+ 2½	**Laclede Gas**	7,500,000	Feb. 15, '98.	1½	52	54	52	53⅝	39⅝	4,460
96 August 4.	85 March 12.	95½	96	+ 3	Laclede Gas preferred	2,500,000	June 15, '98.	2½	93	96	93	96	95	1,180
18⅝ February 8.	12½ March 14.	14	15	..	Lake Erie & Western	11,840,000	....	..	15	15	15	15	18	20
76⅛ February 8.	66 March 14.	71¾	72½	+ ⅜	Lake Erie & Western preferred	11,840,000	May 16, '98.	1½	71¼	72	71¼	71¾	74½	1,292
198 August 4.	170⅝ January 4.	196	...	+ 4½	Lake Shore	49,466,500	July 29, '98.	3½	192	198	192	194½	175	470
61 June 1.	40 January 20.	52	55	..	Long Island	12,000,000	Nov. 2, '96.	1	50½	51	50½	51	47	375
60⅝ January 31.	44 April 21.	55⅝	55½	+ 1⅜	Louisville & Nashville	52,800,000	Aug., '93.	2	54	55⅝	53½	55⅝	59⅝	27,644
120⅛ January 14.	91 March 26.	107⅞	108	+ ⅞	**Manhattan Consolidated**	30,000,000	July 1, '98.	1	107	108⅝	106¼	107⅞	106½	30,186
171½ February 14.	125¼ March 26.	157¼	158	+ 4½	Metropolitan Street Railway	30,000,000	July 15, '98.	1¼	153½	158	153	158	...	9,263
114⅝ February 8.	90½ March 12.	...	...	+ 1½	Michigan Central	18,738,000	July 29, '98.	2	107	108¼	107	108⅛	105½	1,075
30⅝ February 15.	24 March 11.	28⅜	29½	+ ⅜	Minneapolis & St. Louis	6,000,000	....	..	28½	29	28½	29	24⅝	500
91 June 27.	*80 April 11.	89	90	..	Minneapolis & St. Louis first preferred	2,500,000	July 15, '98.	2½	89½	89½	89½	89½	87	137
63 June 8.	46 March 26.	59	60	+ 1	Minneapolis & St. Louis second preferred	4,000,000	July 15, '98.	2	59¼	59½	59¼	59½	58½	250
76¼ June 29.	57 January 20.	74½	74⅜	+ 1⅜	Minnesota Iron	16,500,000	July 15, '98.	1½	72⅜	74⅜	72⅜	74⅜	57⅞	2,798
14⅝ January 26.	10 April 13.	11⅝	11⅝	+ ⅝	Missouri, Kansas & Texas	52,450,000	....	..	11	11⅝	11	11⅝	15½	1,240
41 January 28.	28⅜ March 12.	35⅝	35½	+ 1½	Missouri, Kansas & Texas preferred	13,000,000	....	..	34¼	35½	34¼	35½	36¼	6,790
37½ August 6.	22 March 12.	37⅛	37½	+ 1⅜	Missouri Pacific	47,507,600	July 1, '98.	1	35⅝	37½	35⅝	37½	27	28,925
32½ February 7.	24⅝ April 19.	26½	27¼	..	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	27	27	27	27	24½	100
175 January 14.	*167½ January 4.	173	175	..	Morris & Essex	15,000,000	July, '98.	3½	172	172	172	172	170	100
38¼ August 1.	26¼ March 26.	36⅝	37	+ ⅛	**National Lead Company**	14,905,400	Feb. 15, '98.	1	37	38¼	36½	37	35⅝	26,447
110½ August 2.	99 April 12.	109⅝	111	+ ⅝	National Lead Company preferred	14,904,000	June 15, '98.	1¾	110¼	110½	110½	110½	104⅝	472
21⅝ May 23.	4 July 28.	6	7	..	National Linseed Oil	18,000,000	Sept. 15, '95.	1	6	9	6	6½	16	4,565
32¼ August 1.	30⅝ August 1.	31	31½	..	National Biscuit	29,000,000	....	..	30⅝	32¼	30⅝	31	...	2,928
95⅝ August 2.	94⅛ August 1.	94½	95½	..	National Biscuit preferred	23,000,000	May 31, '98.	1¾	94⅛	95½	94⅛	95	...	1,865
41 August 4.	41 August 4.	37	42	..	New Central Coal	1,000,000	....	..	41	41	41	41	...	100
98½ January 8.	86½ March 26.	91½	92	+ 2¼	New Jersey Central	22,497,000	Aug. 1, '98.	1	90½	92	89⅝	92	95	2,043
75½ August 6.	14 April 5.	66⅝	67	+ 11½	New York Air Brake	5,000,000	1896.	6	57	75⅛	55½	66	...	14,426
120 August 6.	105 March 26.	119⅝	119⅞	+ 1⅛	New York Central	100,000,000	July 15, '98.	1	118⅝	120	118½	119⅝	107½	17,692
*195½ February 2.	*178¼ January 7.	190	192	..	New York, New Haven & Hartford	50,077,600	June 30, '98.	2	190	191	190	190½	178½	162
15⅝ January 31.	*11⅝ April 20.	13½	14½	+ 1⅜	New York, Chicago & St. Louis	14,000,000	....	..	12¼	13⅝	12¼	13⅝	14⅝	500
40⅝ January 29.	28 March 25.	37	38	+ 2	New York, Chicago & St. Louis second pf.	11,000,000	....	..	37	38½	37	38	36½	1,200
17 February 7.	11½ April 21.	14½	16	..	Norfolk & Western	54,421,200	....	..	15	15	15	15	12½	100
56⅝ February 7.	42½ March 12.	54⅞	55	+ 2	Norfolk & Western preferred	22,928,650	Feb. 23, '98.	1	53	55⅝	53	55	32	21,158
7⅝ July 7.	4¾ January 15.	6⅞	7	+ ⅜	North American	39,733,600	....	..	6½	7	6½	7	5½	2,139
31⅝ June 6.	19 February 24.	30⅝	30⅝	+ 1⅛	Northern Pacific	79,800,000	....	..	29⅝	31	29⅝	30⅝	15⅝	44,124
74⅝ August 6.	56⅝ March 12.	74	74⅝	+ 2½	Northern Pacific preferred	75,000,000	June 3, '98.	1	71⅝	74⅛	71½	74	47	62,431
18⅝ February 2.	13⅝ April 25.	15⅝	15⅝	+ ⅝	**Ontario & Western**	58,113,982	....	..	15	15⅝	15	15⅝	16⅝	2,618
54⅛ February 1.	35½ January 7.	52	53	+ 3⅜	Oregon Railroad & Navigation	24,000,000	July 2, '98.	1	49	52⅝	49	52½	28½	4,838
74 June 11.	65⅝ March 29.	72¼	73¼	..	Oregon Railroad & Navigation preferred	10,998,500	July 1, '98.	2	70½	73	70½	72⅝	66⅝	771
36⅜ July 27.	34½ July 20.	35¼	36	− 1	**Pacific Coast**	6,809,600	....	..	35⅝	36	35	35½	...	1,772
91 June 28.	*84 July 22.	85	89	..	Pacific Coast first preferred	1,515,500	July 20, '98.	5	84	85	84	84	...	236
*60½ June 27.	57 July 20.	56	60	..	Pacific Coast second preferred	3,914,400	July 20, '98.	1	57	57	57	57	...	230
32⅝ February 4.	21 April 21.	31⅛	31⅝	+ 2	Pacific Mail	20,000,000	June 2, '98.	1	29⅝	31⅝	29⅝	31⅝	31¼	23,520
120⅝ February 7.	110⅝ March 12.	117½	118	+ ⅞	Pennsylvania Railroad	129,303,250	May 31, '98.	2½	116⅝	117⅝	116⅝	117⅝	114	2,085
104¼ May 31.	86½ March 26.	100⅝	100⅝	+ ⅝	People's Gas, Chicago	25,000,000	May 25, '98.	1½	99½	100⅝	98	100⅝	101½	35,065
2¼ May 23.	⅞ January 7.	1	1½	..	Peoria, Decatur & Evansville	8,400,000	....	..	1	1	1	1	1¾	100
47½ May 2.	38⅝ January 5.	43⅝	44½	+ 1¼	Pittsburg, Cin., Chi. & St. Louis	24,347,100	....	..	43	44½	42⅝	44¾	17⅝	1,200
71 February 7.	57 March 23.	65½	67	+ 3⅝	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Jan. 27, '98.	2	62½	66	62½	66	60	1,770
216 July 5.	165 March 12.	191	192	+ 2	Pullman Palace Car Company	36,000,000	May 16, '98.	2	211	211	189½	191½	174¾	3,754
6⅝ June 18.	5 June 2.	5	8	..	**Quicksilver** preferred	4,291,300	1891.	4⅜	5½	5½	5½	5½	...	100
23⅝ January 6.	15½ March 25.	18	18½	+ ½	**Reading**	69,900,000	....	..	17½	18¼	17½	18	26⅝	3,510
54¼ February 3.	36 March 12.	43⅛	43½	+ 1⅝	Reading first preferred	28,000,000	....	..	42¼	43¼	41⅝	43¼	53½	5,090
29 January 6.	18⅝ March 26.	21	21¼	..	Reading second preferred	42,000,000	....	..	21	21¼	20	21	32⅝	1,920
30¼ August 5.	*21¼ January 11.	29	31	+ ¼	Rio Grande Western	10,000,000	....	..	29¼	30½	29¼	29⅝	...	400
68 June 23.	50⅝ March 15.	67½	68½	..	Rio Grande Western preferred	6,500,000	Aug. 1, '98.	1⅜	67½	67½	67½	67½	51	110
8⅝ February 11.	5¼ March 7.	7½	8	+ ⅝	**St. Joseph & Grand Island**	4,600,000	....	..	7¼	7¼	7¼	7¼	5⅝	100
63 June 11.	45 February 24.	59	66	+ ½	St. Joseph & Grand Island first preferred	5,491,000	July 15, '98.	2½	58	60	58	59	44⅝	505
28¼ June 11.	13½ April 25.	19½	20½	..	St. Joseph & Grand Island second preferred	3,500,000	....	..	20	20	20	20	14	130
8⅝ June 3.	6 March 26.	7⅞	7⅞	+ ⅛	St. Louis & San Francisco	26,443,980	....	..	7½	7⅝	7½	7⅝	6⅝	1,554
66½ August 6.	52½ March 12.	66	67	+ 5½	St. Louis & San Francisco first preferred	5,000,000	July 6, '98.	2	62	66½	62	66½	55½	2,261
32½ June 1.	22½ February 24.	30¼	30⅝	+ 1⅜	St. Louis & San Francisco second preferred	14,335,700	July 6, '98.	1	29	30⅝	29	30⅝	19⅝	4,526
6⅝ June 17.	3⅝ January 24.	5⅝	6	− ½	St. Louis Southwestern	16,500,000	....	..	5½	5½	5½	5½	5¼	205
12⅝ June 7.	7⅜ March 12.	12	12½	+ 1⅜	St. Louis Southwestern preferred	20,000,000	....	..	11½	12	11½	12	13	1,470
25 January 8.	*17½ July 9.	23	25	..	St. Paul & Duluth	4,660,200	July 5, '87.	3	21	23½	21	23½	26	600
90 August 3.	78 April 20.	...	95	+ 10	St. Paul & Duluth preferred	4,793,123	Mch. 1, '98.	2½	87	90	87	90	77	829
163 August 4.	*121½ January 6.	162	163	+ ½	St. Paul, Minneapolis & Manitoba	20,000,000	Aug., '98.	1½	161⅜	163	161¼	162½	125	2,031
85¼ July 11.	65 March 12.	84½	84⅝	+ 1½	St. Paul & Omaha	21,403,293	Feb. 21, '98.	2	83⅛	84⅞	83⅛	84⅝	67⅝	9,265
22 January 12.	12 April 13.	20⅜	20⅝	+ ⅝	Southern Pacific	108,232,270	....	..	20	20½	20	20¼	21	2,000
9⅞ February 10.	7 April 21.	8⅞	9	+ ⅝	Southern Railway	119,900,000	....	..	8⅝	9	8⅝	9	11⅝	1,515
33¼ February 11.	28⅜ March 26.	33⅛	33¼	+ 1⅝	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	31½	33¼	31¼	33⅛	34⅜	22,696
7 May 23.	3⅛ January 3.	5½	5⅝	− ½	Standard Rope & Twine	12,000,000	....	..	5⅛	5½	5	5½	7½	583
28⅜ January 11.	17 March 12.	26½	26⅜	+ 1	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	25½	27	25⅛	26½	29½	14,735
13⅛ July 14.	8⅝ March 12.	12⅝	12⅝	+ ¼	Texas Pacific	38,706,700	....	..	12⅝	12¾	12½	12¾	12½	2,013
194½ February 16.	155 April 21.	175	180	..	Third Avenue	10,000,000	May 31, '98.	$2	178	179	178	178	...	508
25⅝ June 6.	16¼ March 25.	25⅜	25⅝	+ 1⅞	**Union Pacific**	61,000,000	....	..	24	25⅝	23¾	25⅝	...	15,584
63⅝ August 6.	45⅝ March 12.	63⅝	63⅝	+ 2½	Union Pacific preferred	75,000,000	....	..	61⅜	63⅞	61	63⅝	...	88,885
10⅝ February 18.	4½ August 3.	5⅛	5⅝	− ½	Union Pacific, Denver & Gulf trust receipts	27,894,900	....	..	5⅛	5½	4½	5⅝	3⅝	11,761
49 February 8.	38 April 14.	42	44	..	United States Express	10,000,000	May 16, '98.	1½	44	44	44	44	47⅞	2
8⅝ May 24.	5¼ April 25.	7¼	7½	+ ⅛	United States Leather	61,500,900	....	..	7⅜	7½	7¼	7¼	8⅝	1,700
69¼ May 25.	53⅝ March 26.	68⅝	68⅝	+ ⅝	United States Leather preferred	60,909,000	July 1, '98.	1¼	68¼	69⅛	68	68⅝	67¼	27,967
42 August 6.	14⅞ March 12.	41⅞	41½	+ 2½	United States Rubber	20,166,600	Feb. 15, '97.	2	39⅞	42	36½	41¼	16½	88,380
100½ August 2.	60 March 12.	99	99½	+ 3	United States Rubber preferred	19,400,500	July 30, '98.	2	96⅝	100½	96	99½	61⅝	26,203
7⅝ January 12.	6¼ March 25.	7⅜	7⅝	+ ⅛	**Wabash**	28,000,000	....	..	7½	7⅝	7½	7⅝	7½	1,050
20½ May 9.	14¼ March 7.	20	20⅛	+ ⅝	Wabash preferred	24,000,000	....	..	19⅛	20¼	19⅛	20	18¼	7,119
*123½ August 5.	*112½ May 5.	118	125	..	Wells-Fargo Express	8,000,000	July 15, '98.	3	123½	123½	123	123	109½	32
102⅝ January 8.	87⅜ April 25.	...	93½	− ¼	West Chicago Street	13,189,000	May 16, '98.	1½	93⅜	94	92½	93⅛	91⅛	1,900
95 June 21.	82½ March 26.	94⅛	94½	+ 1½	Western Union Telegraph	97,370,000	July 15, '98.	1¼	92⅝	94⅜	92½	94¼	...	16,095
2¼ July 25.	1⅜ July 25.	1⅞	1⅞	+ ⅛	Wheeling & Lake Erie, $2 assessment paid	10,894,900	....	..	2	2¼	1⅞	2¼	...	835
13 July 27.	10 July 25.	12½	13	+ 1	Wheeling & Lake Erie pf. $3 ass't paid	8,316,000	May 15, '94.	2	12	13	12	13	...	900
3⅝ January 17.	1⅜ March 22.	2⅛	2½	..	Wisconsin Central	12,000,000	....	..	1⅞	1⅞	1⅞	1⅞	3⅝	5
					SILVER.									
59¼ August 6.	56 May 5.	58½	59½	..	Bullion Certificates	....	....	..	59¼	59¼	59¼	59¼	57	10,000

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares. †And 10 per cent. in stock. ‡And 50 per cent. in Seattle and Montana stock, exchangeable for 40 per cent. of Great Northern preferred.

Of the amount of stock outstanding credited to Lake Shore and Michigan Central, $45,044,900 of the former is in the New York Central collateral trust and $15,201,300 of the latter.

Bond Transactions New York Stock Exchange Week Ending Aug. 6, 1898.

BONDS.

Sales Week Ending Aug. 6, $26,245,500

BONDS.	Week Ending Aug. 6, 1898. First	High.	Low.	Last.	Sales.
Adams Express 4s	100	101¼	100	101¼	69½
Akron & Chicago Junction 1st 5s, coupon off	104	104	104	104	5
American Tobacco scrip	96¼	100	96¼	98	67
Ann Arbor 1st 4s	86⅞	87	86⅞	87	9
Atchison, Colorado & Pacific 1st 6s, t. r.	71	71	71	71	2
Atchison, Topeka & Santa Fé gen. 4s	95	95⅝	95	95⅝	1,109
Atchison, T. & S. F. adjustment 4s	70⅝	72⅝	70⅝	72¼	1,841
Atlantic & Danville 1st 5s	98	98	98	98	1
Baltimore Belt 1st 5s	100	100	100	100	22
B. & O. 1st 6s, Parkersburg Branch	113	113	113	113	4
Baltimore & Ohio 5s, 1885-1925	116⅞	117¼	116⅞	116⅞	22
Baltimore & Ohio 5s, 1885-1925, reg.	111¼	111¼	111¼	111¼	3
Baltimore & Ohio 5s, 1885-1925, certfs.	111¼	113¼	111¼	113	126
Baltimore & Ohio 5s, 1988	116⅜	116½	116⅜	116½	40
Baltimore & Ohio 5s, 1988, certfs.	116½	116½	116½	116½	6
Broadway & Seventh Av. consol. 5s	120¼	120⅜	120¼	120⅜	25
Brooklyn Elevated 1st 6s, trust receipts	91	91	91	91	10
Brooklyn Rapid Transit 5s	103¾	104	103½	104	172
Brooklyn Union Gas 5s	114¾	115	114¾	115	45
Brooklyn Wharf & Warehouse 5s	92	92	92	92	10
Bur., Cedar Rapids & Nor. 1st 5s	107	107	107	107	9
Canada Southern 1st 5s	108½	108½	108½	108	1
Central of Georgia consol. 5s	89½	91	89½	90½	561
Central of Georgia 1st preference income 5s	39	43	39	42½	153
Central of Georgia 2d preference income 5s	13	13½	12⅞	12⅞	24
Central of Georgia 3d preference income 5s	6	6	6	6	5
Central of New Jersey general 5s	112¼	112¼	112¼	112¼	8
Central of New Jersey gen. 5s, registered	112½	112½	112½	112½	9
Central Ohio Reorganization 4½s	104½	104½	104½	104½	5
Chesapeake & Ohio 4½s	84½	87½	84½	87½	988
Ches. & Ohio, Rich. & Alle. 1st consol. 4s	104½	104½	104	104	5
Ches. & Ohio, Rich. & Alle. 2d consol. 4s	90	90	90	90	15
Chesapeake & Ohio consolidated 5s	115	115¼	115	115¼	30
Chesapeake & Ohio 6s, 1911	120½	120½	120½	120½	100
Chicago, Burlington & Quincy 4s	100	100	100	100	8
Chicago, Burlington & Quincy, Neb. ext. 4s	100	100⅜	100	100⅜	33
Chicago, Burlington & Quincy consol. 7s	115¼	115¼	115¼	115¼	5
Chicago, Burlington & Quincy deb. 5s	107½	108	107½	108	27
Chicago, Burlington & Quincy, Iowa Div. 4s	102	102	102	102	1
Chicago, Burlington & Quincy conv. 5s	112½	115	112½	115	140
Chicago & Eastern Illinois general 5s	108	108	108	108	4
Chicago & Erie 1st 5s	113	113	113	113	15
Chicago Gas Light & Coke 1st 5s	106	106	106	106	1
Chicago, Ind. & Louis. ref. 6s	105½	105½	105½	105½	1
Chi., St. P., Minn. & Omaha consol. 6s	136	136	136	136	1
Chicago Terminal Transfer 4s	86¼	88	86¼	88	84
Cincinnati, Dayton & Ironton 1st 5s	110	110	110	110	11
C., C., C. & St. L., C., W. & M. Div 4s	90	90	90	90	1
Colorado Coal & Iron 6s	98	100	98	100	2
Colorado Midland 2-4s	57	57½	57	57½	16
Col., Hocking Valley & Tol. 5s, $65 paid	79	80	79	80	39
Columbus & Ninth Avenue 1st 5s	121½	121½	121½	121½	7
Denver & Rio Grande 1st 7s	111	111	111	111	50
Denver & Rio Grande 4s	95½	96½	95½	96½	33
Des Moines & Fort Dodge 1st 4s	94	94	94	94	2
Detroit City Gas 5s	92	93	91	93	194
Detroit, Mac. & Mar. long grant 3½s	16½	18	16½	18	74
East Tenn., Va. & Ga. con. 5s	111	111¼	111	111¼	9
Edison Elec. Illuminating of N. Y. con. 5s	117¼	117¼	117¼	117¼	5
Erie prior lien 4s	92	93⅜	92	93⅜	1,071
Erie general lien 4s	73⅜	75½	73¼	75½	465
Erie 2d extended gold 5s	119½	119½	119½	119½	1
Evansville & Terre Haute general 5s	85	85	85	85	8
Flint & Pere Marquette 5s	94	94	94	94	18
Flint & Pere Marquette 6s	117¼	117¼	117¼	117¼	4
Fort Worth & Denver City 1st 4-6s	74	74	73⅞	74	141
Fort Worth & Rio Grande 1st 3-4s	61½	63¼	61½	62¾	130
Gal., Har. & San An., Mex. & Pac. 5s	95¾	96⅜	95¾	96⅜	88
Galveston, Houston & Henderson 5s	93¼	94	93	94	21
General Electric debenture 5s	105⅜	105⅜	105⅜	105⅜	10
Green Bay & Western debenture, A	44	44	44	44	1
Houston & Texas Central gen. 4s	80⅜	81	80⅜	81	20
Houston, East. & West. Texas 5s	93⅜	93⅜	93⅜	93⅜	15
Illinois Central 4s, 1953	101½	101½	101½	101½	1
Illinois Central, Louisville Division 3½s	93½	95⅜	93½	94⅜	32
Illinois Central, St. Louis Division 3½s	93¾	94	93¾	94	48
International & Great Northern 1st 6s	121	121	121	121	4
International & Great Northern 2d 5s	89½	90½	89½	90	28
International & Great Northern 3d 4s	58½	58½	58½	58½	21
Kansas City, Pittsburg & Gulf 1st 5s	102	103½	102	103½	37
Iowa Central 1st 5s	74	75	74	75	20
Kansas City & Pacific 1st 4s	72½	74	72	74	48
Kansas & Texas 1st 4s	89½	90½	89½	90½	310½
Kansas & Texas 2d g. 4s	64	64½	63½	64	183
Kansas & Texas of Texas 5s	84⅜	86	84⅜	85½	65
Kings County Elevated 1st 5s	56	57	56	57	13
Laclede Gas Light of St. Louis 1st 5s	104	105	104	104½	20
Lake Erie & Western 2d 5s	102	102	102	102	6
Lake Shore 3½s	104½	106	104½	106	94
Lake Shore 1st 7s, coupon	105½	105½	105½	105½	1
Lehigh Valley Terminal 5s	111	111	111	111	5
Lehigh & Wilkesbarre con. 7s, assented	101	101	101	101	9
Louis., Ev. & St. L. 1st consol. 5s, tr. rcts.	38	38	38	38	10
Louisville & Nashville unified gold 4s	88⅜	91½	88⅜	91	76
Louisville & Nashville collateral trust 5s	103½	104¼	103½	104¼	55
Louis. & Nash., N. O. & Mobile 2d 6s	108	108	108	108	1
Louis. & Nash. Pens. & At. 1st 6s	103½	103½	103½	103½	40
Manhattan Consolidated 4s	96⅜	97	96⅜	97	77
Metropolitan Elevated 1st 6s	116½	116½	116½	116½	2
Metropolitan Elevated 2d 6s	102⅜	102⅜	102⅜	102⅜	2
Metropolitan Street Railway 5s	112⅜	113⅜	112⅜	113⅜	88
Mexican International consol. 4s	76⅜	77½	76⅜	77½	73
Midland of New Jersey 1st 6s	120⅜	120⅜	120⅜	120⅜	10
Mil. & Northern 1st 6s, 1913, consolidated	121	121	121	121	5
Minneapolis & St. Louis consolidated 5s	108	108	108	108	2
Missouri, Kansas & Eastern 1st 5s	100	100	100	100	32
Missouri Pacific 1st collateral 5s	77	77½	77	77	41
Missouri Pacific consol. 6s	104⅝	105⅜	104⅝	105⅜	405
Missouri Pacific trust 5s	80	85	80	85	262
Mobile & Ohio general 4s	78	80	78	80	132
Mobile & Ohio 1st, Montgomery Div. 5s	98½	100	98½	100	21
Nash., Chat. & St. Louis consol. 5s	103	103	103	103	3
Nash., Chat. & St. Louis 1st 7s	129	129	129	129	1
New York Central, Mich. Cent. collat. 3½s	93¼	94½	93¼	94½	204
New York Central, Lake Shore collat. 3½s	94½	96	94½	96	712
New York Central 1st 7s, coupon	116⅜	116⅜	116⅜	116⅜	1
New York, Chicago & St. Louis 1st 4s	105½	106	105½	106	10
New York, Ontario & Western refdg. 4s	100½	101¼	100½	100½	4
New York, Ontario & Western consol. 5s	106½	106½	106½	106½	9
New York, Susquehanna & Western gen. 5s	89½	89½	89½	89½	9
Norfolk & Western, New River 1st 6s	124	124	124	124	8
Norfolk & Western con. 4s	85½	86½	85½	86½	365
Northern Pacific general lien 3s	64	65½	64	65½	975
Northern Pacific prior lien 4s	99½	100⅜	99½	100⅜	471½
Northern Railway of California 5s	103	103½	103	103½	28
Northwestern 25-year debenture 5s	109¼	109¼	109¼	109¼	1
Northwestern general 3½s	102⅜	103	102⅜	102⅜	166
Northwestern Sinking Fund 6s	119	119	119	119	1
Ohio & Miss. 1st 7s, Springfield Div.	106	107	105½	106½	35
Oregon Railroad & Navigation 4s	97½	98⅜	97½	98⅜	44
Oregon Railway & Navigation 1st 6s	112	112	112	112	2
Oregon Short Line consolidated 5s	105	106⅜	105	106⅜	62
Oregon Short Line Income A	79½	81½	79½	80½	224
Oregon Short Line Income B	56½	58½	56½	57½	584
Oregon Short Line 6s	125½	125½	125½	125½	28
Pacific Coast 1st 5s	108½	108½	108½	108½	5
Pacific of Missouri 1st 4s	103⅜	103⅜	103⅜	103⅜	10
Pennsylvania 4½s, coupon	114	114	114	114	3
Peoria & Eastern 1st 4s	76	76	76	76	2
Pittsburg, Shenango & Lake Erie 1st 5s	108½	108½	108½	108½	5
Pittsburg & Western 4s	91½	92	91½	92	25
Pittsburg & Western 5s	50	50	46	47½	35
Reading general 4s	82½	83⅜	82½	83⅜	348
Rio Grande Western 1st 4s	89½	90	89½	90	168
Rock Island general 4s	104	105½	104	105	557
St. Joseph & Grand Island 1st 2-3-4s	80⅜	80⅜	80	80⅜	68
St. Louis & Iron Mountain gen. 5s	99	100½	99	100½	180
St. Louis & San Francisco gen 6s	104⅝	105⅜	104⅝	105⅜	40
St. Louis & San Fran., Southw. Div. 5s	95½	97	95½	97	65
St. Louis & San Francisco 4s	78	79½	78	79½	127
St. Louis Southwestern 1st 4s	78	80½	78	80½	533
St. Louis Southwestern 2d income 4s	31	33	31	32½	443
St. Paul 1st, Chi., Pac. & Western 5s	116⅜	116½	116⅜	116½	26
St. Paul, Iowa & Dakota extended 7s	148	148	148	148	10
St. Paul consolidated 7s	148½	148½	148½	148½	1
St. Paul gold 7s	147	147	147	[illegible]	[illegible]
St. Paul general 4s, Series A	106	[illegible]	106	[illegible]	[illegible]
St. Paul, Minn. & Man. Dakota Ext. 6s	123	[illegible]	123	[illegible]	[illegible]
St. Paul, Minn. & Manitoba consol. 6s	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
San Antonio & Aransas Pass 4s	70⅝	71	[illegible]	[illegible]	[illegible]
Scioto Valley & New England 4s	[illegible]	[illegible]	[illegible]	[illegible]	1
South Carolina & Georgia 1st 5s	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Southern Pacific of California [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Southern Pacific of California consol. 5s	100¾	100⅜	100½	100⅜	24
Southern Pacific of Arizona 1st 5s	106½	108	106½	108	89
Southern Railway 5s	94¾	98	94¾	98	436
Standard Rope & Twine 6s	68½	69	68	68	35
Standard Rope & Twine income	14½	16	14¼	16	157
Tenn. Coal & Iron 1st 6s, Tenn. Div.	84	84	84	84	1
Texas & New Orleans consol. 5s	99	99½	99	99½	22
Texas & Pacific 1st 5s	106½	107½	106½	107	20
Texas & Pacific 2d inc. 5s	43	43½	42⅝	43⅜	339
Toledo, St. Louis & Kansas City 1st, tr. r.	89	90	89	90	44
Ulster & Delaware 5s	100½	100½	100½	100½	2
Union Elevated, Brooklyn, 1st 6s, tr. r.	91	91	90½	90½	13
Union Pacific new 4s	97¾	98½	97⅝	98½	1603
Union Pacific, Den. & Gulf 1st 5s, t. r.	73	77	73	76½	1350
Virginia Midland general 5s	107½	107½	107½	107½	3
Wabash 1st 5s	111	111	110⅜	111	58
Wabash 1st 5s, Detroit & Chicago ext.	103	103	103	103	1
Wabash 2d 5s	88⅞	90	88⅞	90	210
Wabash debenture, Series B	28¼	30	28¼	29¾	1199
Warren 2d 7s	108	108	108	108	1
West Shore guaranteed 4s	110	110	110	110	5
West Shore guaranteed 4s, registered	109⅞	109⅞	109⅞	109⅞	30
Western New York & Penn. gen. 3-4s	56½	58½	56½	58	12
Western New York & Pennsylvania inc.	15½	15½	15½	15½	10
Western Union collateral trust 5s	110	110	110	110	16
Wisconsin Central 1st 5s, trust receipts	47¼	52½	47¼	52⅜	1008
Total sales					$24,381,800

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending Aug. 6, 1898.

United States 4s, 1925, registered	128⅛	128⅛	127⅞	127⅞	37
United States 4s, 1925, coupon	127⅞	127⅞	127⅞	127⅞	51
United States 4s, 1907, registered	111	111	111	111	10
United States 4s, 1907, coupon	111¼	112	111¼	112	24
United States 3s, when issued	104½	105⅛	104½	104⅝	1738½
United States 3s, small, when issued	105½	105½	104⅝	104⅝	*2
Total sales					$1,860,700

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending Aug. 6, 1898.

Alabama, Class C	98	98	98	98	1
Virginia funded debt 2-3s of 1991	72¾	72¾	72¾	72¾	2
Total sales					$3,000
Grand total					$26,245,500

*In $100.

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 22	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113½	Feb. 4	106	Apr. 27	111	Aug. 1
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 26	112	Aug. 5
United States 4s, 1925, registered	129½	Jan. 11	116⅜	Apr. 19	127⅞	Aug. 6
United States 4s, 1925, coupon	129⅜	Jan. 12	117⅞	Apr. 19	127⅞	Aug. 5
United States 5s, 1904, registered	115	Jan. 12	109⅜	May 2	110½	May 6
United States 5s, 1904, coupon	115	Jan. 14	109⅜	May 2	113½	July 22
United States currency 6s, 1899	104	Jan. 22	102½	Apr. 26	102½	Apr. 26
United States 3s, 10-20, 1918, when issued	105½	Aug. 3	104	July 23	104⅝	Aug. 6
United States 3s 10-20, 1918, small, when is.	105½	Aug. 4	104⅜	Aug. 5	104⅜	Aug. 5
District of Columbia 3-65s	116	July 7	115	Mch. 28	116	July 7

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 8	109	May 14
Alabama, Class C	100	Feb. 28	98	Aug. 5	98	Aug. 5
Louisiana consolidated 4s	104	July 21	100	May 14	104	July 27
Louisiana consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee settlement 3s	92½	June 23	87	May 10	91½	July 27
Tennessee settlement 3s, small	88	Jan. 5	87	May 25	88	June 18
Virginia funded debt 2-3s, 1991	72¾	Aug. 5	65	Apr. 22	72¾	Aug. 5
Virginia deferred 6s, trust receipts	7	June 8	4½	Feb. 15	5	June 9

Last sales in 1897 of State bonds in which there have been no dealings in 1898:

	Sales.	Date.		Sales.	Date.
Alabama, Class A, (small)	107½	Oct. 9	North Car. con. 4s, (small)	100	Oct. 4
Alabama, Class B	104⅞	July 26	Virginia deferred 6s	5	Apr. 1

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898:

	Highest.		Lowest.		Last Sale.	
America	356	Mar. 9	350	Jan. 25	350	May 5
American Exchange	175	Mar. 11	167	June 13	170	July 20
Central National	165	June 9	165	June 9	165	June 9
City	1100	June 10	1100	June 10	1100	June 10
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	200	July 18
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 18	175½	June 2
Mechanics & Traders'	120	July 9	120	July 9	120	July 9
Merchants'	148½	Jan. 4	146	Mar. 8	146½	June 20
New York	235	Apr. 14	235	Apr. 14	235	Apr. 14
Ninth	92½	Feb. 9	90	Mar. 9	90	June 15
North America	135¼	Feb. 15	135	June 4	135	June 9
Park	312	Mar. 23	263	Jan. 28	310	Aug. 3
Republic	157	Mar. 31	155¾	July 6	155¾	July 6
Shoe & Leather	100	Jan. 13	99½	Jan. 20	99½	Jan. 20
State of New York	102	June 18	102	June 18	102	June 18
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	145	Mar. 30	150	Apr. 28

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Importers & Traders'	535	March 23
Butchers & Drovers'	95	Nov. 27	Manhattan	220	Nov. 13
Chemical	4200	Feb. 2	Metropolis	475	April 21
Citizens'	132	Nov. 19	New York County	800	March 23
East River	140	Nov. 26	Phenix	100	Dec. 24
Fourth National	185	Nov. 30	Seaboard	170	July 19
Gallatin	310	Aug. 19	Third National	95	March 14

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ended Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended Aug. 5, 1898	$8,214,376
Week ended Aug. 6, 1897	5,188,886
From Jan. 1, 1898	261,392,364
From Jan. 1, 1897	237,576,230

Exports of General Merchandise.

Week ended Aug. 2, 1898	$8,054,805
Week ended Aug. 3, 1897	7,626,790
From Jan. 1, 1898	274,153,946
From Jan. 1, 1897	232,846,871

Imports of Gold.

Week ended Aug. 5, 1898	$239,979
Week ended Aug. 6, 1897	297,832
From Jan. 1, 1898	69,321,686
From Jan. 1, 1897	2,382,413

Exports of Gold.

Week ended Aug. 5, 1898	[illegible]
Week ended Aug. 6, 1897	757,800
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	29,628,907

Net Imports of Gold.

Week ended Aug. 5, 1898	[illegible]
From Jan. 1, 1898	[illegible]

Net Exports of Gold.

Week ended Aug. 6, 1897	$460,848
From Jan. 1, 1897	27,238,429

Imports of Silver.

Week ended Aug. 5, 1898	$80,053
Week ended Aug. 6, 1897	60,218
From Jan. 1, 1898	1,437,192
From Jan. 1, 1897	1,696,633

Exports of Silver.

Week ended Aug. 5, 1898	$846,012
Week ended Aug. 6, 1897	984,770
From Jan. 1, 1898	26,438,317
From Jan. 1, 1897	28,379,679

Net Exports of Silver.

Week ended Aug. 5, 1898	$765,959
Week ended Aug. 6, 1897	924,552
From Jan. 1, 1898	25,001,125
From Jan. 1, 1897	26,682,046

Total Imports of Specie.

Week ended Aug. 5, 1898	$320,032
Week ended Aug. 6, 1897	357,970
From Jan. 1, 1898	70,818,878
From Jan. 1, 1897	4,059,113

Total Exports of Specie.

Week ended Aug. 5, 1898	$848,812
Week ended Aug. 6, 1897	1,742,670
From Jan. 1, 1898	31,150,414
From Jan. 1, 1897	[illegible]

Total Net Imports of Specie.

From Jan. 1, 1898	$39,668,464

Total Net Exports of Specie.

Week ended Aug. 5, 1898	[illegible]
Week ended Aug. 6, 1897	[illegible]
From Jan. 1, 1897	[illegible]

Complete Bond Quotation List, New York Stock Exchange, Week Ending Aug. 6, 1898.

[illegible]	Highest.	Lowest.	Last Sale.	Bid.	Ask.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	..
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	..	..
Do., registered	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Do., adjustment g. 4s, 1995	[illegible]	[illegible]	[illegible]	..	..
Atlantic & Pacific income	[illegible] Jan	[illegible] Jan	[illegible]	..	..
[illegible] Av. of Brooklyn [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Atlantic & Danville 1st g. 5s, 1950	[illegible] Jun 24	[illegible] Jan	[illegible] Aug	..	..
Balt. & Ohio 1st 6s, Park'b. Br., 1919	[illegible] Feb 11	109 Apr [illegible]	[illegible] Aug 1	..	..
Do., gold 5s, 1885-1925	[illegible] Aug 5	[illegible] Jan 13	[illegible] Aug 1	..	..
Do., registered	[illegible] Jul 29	[illegible] Jun 17	[illegible] July 19	..	..
Do., eng. certs. of deposit	[illegible] Aug 4	96 Jan 28	113 Aug 5	..	..
Do., do., registered	[illegible] Jun 27	95 Feb 4	111½ Aug 1	..	..
Do., con. g. 5s, 1988	116¾ Aug 5	97 Apr 6	116¾ Aug 5	..	..
Do., registered	114¾ Jul 27	102 May 24	114¾ July 27	..	..
Do., J. P. M. Co. certs.	116¾ Aug 5	97 Apr 6	116¾ Aug 5	..	..
Do., do., registered	113½ Jul 29	113½ Jul 29	113½ July 29	..	..
Baltimore Belt 1st g. 5s, int. gtd., 1990	100 Jun 24	84 Jan 11	100 Aug 6	..	..
West Va. & Pitts. 1st g. 5s, 1990	.. ....	.. ....	105½ Oct., 95	..	..
Monongahela River 1st gtd. g. 5s, 1919	.. ....	.. ....	104½ July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	104½ Aug 5	99 Jan 27	104½ Aug 5	104	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	.. ....	.. ....	102½ Nov., 96	..	..
Do., coupon off	104 Aug 5	100 Jul 21	104 Aug 5	102½	..
Pitts. & Connellsv. 1st g. 4s, 1946	107½ Jul 26	105½ Jun 24	107½ July 26	..	..
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	105 Jun 15	95½ Jan 17	104½ July 20	..	..
Do., 1st consolidated g. 4½s, 1993	.. ....	.. ....	90 Jun 9, 97	..	..
Do., 1st inc. g. 5s, Series A, 2043	27½ Jun 6	27 Jun 6	27½ June 6	..	..
Do., do., Series B, 2043	9½ Feb 8	9 May 25	9 June 6	..	..
Ohio & Mississippi 2d con. 7s, 1911	122½ Jul 12	120 Jul 6	122½ July 12	..	..
Do., 1st Springfield Div. 7s, 1905	107½ Feb 10	103½ May 2	106½ Aug 5	..	..
Do., 1st gen. 5s, 1932	.. ....	.. ....	106 April, 92	..	..
Brooklyn City 1st consol. 5s, 1941	112 May 27	112 July 1	112 July 1	..	..
Brooklyn El. Tr. Co. ctfs. 1st g. 6s, 1924	93 Jul 5	79 Apr 8	91 Aug 2	91	93
Do., Tr. Co. ctfs. 2d g. 5s, 1915	.. ....	.. ....	43 Jun 19, 97	..	..
Do., do., 3d installment paid	65e May 24	65 May 24	65 May 24	..	..
Do., all installments paid	66 Jun 27	66 Jun 27	66 June 27	..	..
Sea. & B. B. Tr. Co. cts. 1st gtd. g. 5s, 1942	.. ....	.. ....	70½ De 14, 97	..	..
Union El. Tr. Co. cts. 1st gtd. g. 6s, 1937	92½ Jul 1	80 Apr 14	90½ Aug 2	90	91½
Brooklyn Rapid Transit g. 5s, 1945	104 Jul 5	91 Apr 2	104 Aug 6	..	..
Brunswick & Western 1st g. 4s, 1938	.. ....	.. ....	74 Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	106 Feb 25	104½ Jan 18	106 July 30	105½	..
Roch. & Pitts. 1st g. 6s, 1921	127 Jan 26	127 Jan 26	127 Mar 2	124½	..
Do., con. 1st g. 6s, 1922	123 Feb 2	122 Jul 16	122 July 16	..	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	.. ....	.. ....	103 Ap 14, 97	..	..
Buffalo & Susquehanna 1st g. 5s, 1913	.. ....	.. ....	100 Feb., 96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109 Feb 4	104½ Jun 17	107 Aug 6	106½	..
Do., con. 1st and col. tr. g. 5s, 1934	109 Jan 17	100 Apr 23	107 July 28	..	..
Minn. & St. L. 1st gtd. g. 7s, 1927	.. ....	.. ....	140 Fe 14, 97	..	..
C. R., Iowa Falls & N. W. 1st g. 6s, 1920	.. ....	.. ....	108 De 10, 97	..	..
Do., do., 1st g. 5s, 1921	105 Jan 4	105 Jan 4	105 Jan 4	..	..
Canada South. 1st, int. gtd. 5s, 1908	111½ Jun 28	107½ Apr 27	108½ Aug 1	108½	110
Do., 2d 5s, 1913	111 Feb 17	105 Apr 16	110 July 30	..	..
Do., do., registered	.. ....	.. ....	106 Jan 30, 97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½ Feb 16	87 Apr 21	92½ June 30	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½ Jan 18	114 Mar 25	114½ June 8	..	..
Do., con. g. 5s, 1945	92¼ Jan 22	84¾ Apr 29	90½ Aug 6	90½	90¾
Do., 1st pf. inc. g. 5s, 1945	44½ Jan 6	36 Mar 25	42½ Aug 5	41½	43
Do., 2d pf. inc. g. 5s, 1945	15½ Jan 6	10½ Jul 26	12½ Aug 5	..	..
Do., 3d pf. inc. g. 5s, 1945	8½ Jan 21	4½ Jul 26	6 Aug 6	..	..
Do., Macon & Nor. Div. 1st g. 5s, 1946	92 Jan 6	92 Jan 6	92 Jan 6	..	..
Do., Mobile Div. 1st g. 5s, 1946	90 Jul 6	85½ Jan 19	89 July 6	..	..
Cent. of New Jersey 1st con. 7s, 1899	104½ Feb 2	103 Jul 19	103 July 19	102½	..
Do., 1st conv. 7s, 1902	.. ....	.. ....	113½ Dec 3, 97	..	..
Do., conv. deb. 6s, 1908	110½ Feb 15	110 Jul 21	110 July 21	..	..
Do., gen. g. 5s, 1987	115 Jun 30	109½ Apr 27	112¼ Aug 4	112½	..
Do., do., registered	114½ Feb 14	108½ Apr 26	112¼ Aug 3	112½	..
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½ Feb 18	99½ May 25	101 Aug 2	100½	101
Do., 5s, 1912	93 Feb 18	90 Jan 5	91 July 20	..	..
Am. Dock & Imp. Co. 5s, 1921	116 Mar 4	110 Apr 26	115 June 23	..	..
N. J. Southern int. gtd. 6s, 1899	.. ....	.. ....	104 No 13, 97	..	..
Cent. Pac. g. 6s, 1898, Speyer certs.	103 Jan 18	103 Jan 18	103 Jan 18	..	..
Do., ext. g. 5s, Series A, B, C, D, 1898	103½ Feb 23	103 Feb 18	103 Feb 24	..	..
Do., ext. g. 5s, Series E, 1898	102 Feb 21	102 Feb 21	102 Feb 21	..	..
Do., Speyer & Co. ctfs. dep. E, 1900	102 Jul 14	101½ May 5	102 July 14	..	..
Do., San Joaquin Br. g. 6s, 1900	105 Feb 23	102½ Jun 17	102½ June 17	..	..
Do., gtd. g. 5s, 1939	.. ....	.. ....	84½ Sept., 96	..	..
Do., land grant g. 5s, 1900	100½ Feb 23	100 Feb 23	102 Mar 19	..	..
Do., C. & O. Div. ext. g. 5s, 1918	101 Jan 18	101 Jan 18	101 Jan 18	..	..
Western Pacific g. 6s, 1899	104 Jun 29	101 Mar 17	104 June 29	..	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	.. ....	.. ....	98 Aug 6, 97	..	..
Do., gtd. g. 5s, 1938	103½ Aug 3	100 Jan 6	103½ Aug 5	..	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938	40 Feb 2	40 Feb 2	40 Feb 2	..	..
Ches. & Ohio pur. mon. fund. 6s, 1898	101½ Jan 7	101½ Jan 7	101½ Jan 7	..	..
Do., g. 6s, Series A, 1908	120½ Feb 14	118½ Jun 22	119 July 27	119	..
Do., g. 6s, 1911	120½ Aug 2	115½ Apr 20	120½ Aug 2	..	..
Do., 1st con. g. 5s, 1939	117 Feb 11	111 May 2	115½ Aug 3	114¾	115
Do., do., registered	114½ Jan 31	113 Jan 3	114 Feb 7	..	..
Do., gen. g. 4½s, 1992	87½ Aug 6	78½ Mar 26	87½ Aug 6	87	87½
Do., R. & A. Div. 1st con. g. 4s, 1989	105½ Jun 30	99 Apr 25	104 Aug 5	104	..
Do., do., 2d con. g. 4s, 1989	94 Jan 12	90¼ Jul 29	90 Aug 1	91½	..
Do., Craig Valley 1st g. 5s, 1940	99½ Feb 7	95 May 24	95½ May 27	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104 Jan 13	97½ Apr 11	103½ July 28	..	..
Chi. & Alton sink. fd. g. 6s, 1903	113½ Apr 21	112½ Feb 7	113½ Apr 21	..	..
Louisiana & Mo. River 1st 7s, 1900	111 Jan 7	107 Mar 23	108 June 15	..	..
Do., 2d 7s, 1900	107 Jul 20	107 Jul 20	107 July 20	..	..
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	.. ....	.. ....	104½ Mr 25, 97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	.. ....	.. ....	105½ Oct., 95	..	..
Chi., Bur. & Northern 1st 5s, 1926	110½ Jul 30	105 Mar 25	110½ July 30	110½	111
Chi., Bur. & Quincy con. 7s, 1903	118 Jun 29	113½ Apr 20	115½ Aug 5	115	..
Do., sinking fund 5s, 1901	107 Feb 24	104½ Jul 11	104½ July 22	..	..
Do., debenture 5s, 1913	109 Feb 7	104½ May 16	108 Aug 6	..	..
Do., convertible 5s, 1903	115 Aug 6	104½ Mar 25	115 Aug 6	112½	..
Do., Iowa sink. fund 5s, 1919	109½ Feb 17	109½ Feb 17	109½ Feb 28	..	..
Do., do., do., 4s, 1919	104 Feb 4	98 Apr 4	102 Aug 5	..	..
Do., Denver Div. 4s, 1922	101½ Jan 7	97 Apr 1	99¾ June 17	..	..
Do., 4s, 1921	100 Jun 9	99 Jun 15	100 Aug 6	..	..
Do., Chi. & Iowa Div. 5s, 1905	.. ....	.. ....	107½ Jan., 96	..	..
Do., Nebraska extension 4s, 1927	100½ Aug 5	95 Mar 25	100½ Aug 5	100½	101½
Do., do., registered	97½ Mar 19	97 May 9	97 May 9	..	..
Hannibal & St. Joseph con. 6s, 1911	123 Jan 29	119 Mar 9	120 June 11	..	..
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½ Feb 3	114½ Jul 15	114½ July 15	115½	117½
Do., 1st con. g. 6s, 1934	130 Jan 3	122 Apr 19	122 Apr 19	128	..
Do., gen. con. 1st 5s, 1937	108½ Jun 10	101¼ Jan 11	108 Aug 2	106	108
Do., do., registered	106½ Jun 7	101 Jan 4	106½ June 7	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109 Feb 11	100½ Jan 14	102½ July 29	..	..
Chicago, Indianapolis & Louisville—					
Louisv., New Alb. & Chi. 1st 6s, 1910	115½ Jun 10	112 Feb 25	115½ June 10	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	90 Jun 24	80 Mar 12	90 July 25	..	..
Do., refunding g. 6s, 1947	105½ Jul 29	90 Mar 29	105½ Aug 1	..	..
Chicago, Milwaukee & St. Paul—					
Mil. & St. P. 1st 7s, $ gold, R. D., 1902	147 Aug 6	140 Jan 29	147 Aug 6	145½	..
Do., 1st Iowa & D. 7s, 1899	145 Jul 19	137½ Jan 3	145 July 19	145½	..
Do., 1st C. & M. 7s, 1903	144 Feb 16	140 Jan 13	141 Apr 6	145½	..
Chi., Mil. & St. Paul con. 7s, 1905	146¼ Aug 1	138 Jan 4	146¼ Aug 1	145½	..
Do., 1st I. & D. ext. 7s, 1908	148 Aug 6	139¼ Jan 5	148 Aug 6	145½	..
Do., 1st Southwest. Div. 6s, 1909	119½ Jan 19	116 May 13	117½ May 28	..	..
Do., 1st LaC. & Dav. 5s, 1919	110 Mar 14	110 Mar 14	110 Mar 14	..	..
Do., 1st So. Minn. Div. 6s, 1910	121 Feb 8	114½ Apr 20	118½ July 28	..	..
Do., 1st H. & D. Div. 7s, 1910	130½ Jan 13	128¼ Jun 4	128½ July 27	..	..
Do., do., 5s, 1910	.. ....	.. ....	109 Oct 5, 97	..	..
Do., Chi. & Pac. Div. 6s, 1910	121 Jan 28	118 Mar 11	118½ July 19	..	..
Do., 1st C. & Pac. W. g. 5s, 1921	117½ Jun 28	111 Apr 26	116½ Aug 2	..	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	117 Feb 10	110½ May 23	113½ July 28	..	..
Do., Mineral Point Div. 5s, 1910	110 Jan 17	107 Jan 5	109½ Apr 16	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	113½ Mar 2	112 Apr 21	112 Apr 21	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115½ Feb 11	111 Apr 29	111½ July 1	..	..
Do., terminal g. 5s, 1914	115 Feb 7	111 Apr 1	113 July 18	..	..
Do., Far. & So. assu. g. 6s, 1924	127½ Jan 27	127½ Jan 5	127½ Jan 27	..	..
Do., con. sk. fd. 5s, 1916	.. ....	.. ....	106½ Jly 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	114 Jun 21	109 Apr 7	114 June 21	..	..
Do., gen. g. 4s, Series A, 1989	107 Feb 4	102 May 3	106 Aug 5	..	..
Do., do., registered	105½ Feb 19	104¾ Feb 1	105½ Feb 19	..	..
Mil. & North. 1st, main line 6s, 1910	122½ Jan 19	120 Mar 15	120 Mar 18	..	..
Do., 1st con. 6s, 1913	123 Feb 7	117 Apr 30	121 Aug 1	..	..
Chicago & Northwestern con. 7s, 1915	145 Jan 10	138 May 6	142½ July 8	..	..
Do., gold 7s, 1902	118½ Feb 15	113 Apr 27	114 July 25	114½	115
Do., do., registered	116½ Feb 15	112¼ May 27	114¼ July 29	..	..
Do., sinking fund 6s, 1879-1929	119 Aug 5	113½ Jun 2	119 Aug 5	..	..
Do., do., registered	115 Jul 13	114 Jun 14	115 July 13	..	..
Do., sinking fund 5s, 1879-1929	111½ Feb 2	106 Apr 2	108 July 11	109	111½
Do., do., registered	107½ Jul 13	107½ Jul 13	107½ July 13	..	..
Do., sinking fund deb. 5s, 1933	119 Feb 2	114 May 23	116½ June 29	118½	119½
Do., registered	119 Feb 21	117 Mar 8	117 Mar 8	..	..
Do., debenture 5s, 1909	110½ Feb 9	107½ May 18	109¼ Aug 1	109	110
Do., do., registered	109½ Mar 19	109½ Mar 19	109½ Mar 19	..	..
Do., debenture 5s, 1921	112 May 11	111 May 9	112 May 11	115	117½
Do., do., registered	117¾ Feb 7	117¾ Feb 7	117¾ Feb 7	..	..
Do., extension 4s, 1886-1926	107 Feb 4	104 Mar 8	105½ June 24	105½	107½
Do., registered	103 Jun 10	103 Jun 10	103 June 10	..	..
Do., gen. 3½s, 1987	103 Aug 5	99 May 16	102½ Aug 6	..	..
Escanaba & Lake Sup. 1st 6s, 1901	107½ May 26	106 Apr 21	107½ May 26	..	..
Chicago & Milwaukee 1st 7s, 1898	102¼ Apr 12	101½ Jan 8	102¼ Apr 12	..	..
Winona & St. Peters 2d 7s, 1907	.. ....	.. ....	127 Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117 Jan 12	117 Jan 12	117 Jan 12	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	109 Mar 3	109 Mar 3	109 Mar 3	..	..
Northern Illinois 1st 5s, 1910	105 Apr 22	105 Apr 22	105 Apr 22	..	..
Mil., L. S. & West. 1st g. 6s, 1921	137 Jan 6	132½ May 21	135½ July 23	134	..
Do., conv. deb. g. 5s, 1907	.. ....	.. ....	105½ Fe 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	117½ Feb 24	113½ May 26	113½ June 6	..	..
Do., Michigan Div. 1st g. 6s, 1924	134 Mar 22	133 Mar 22	134 Mar 23	..	..
Do., Ashland Div. 1st g. 6s, 1925	135 Feb 26	133 May 19	133 May 19	..	..
Do., incomes, 1911	113 Apr 21	112 Apr 26	112 Apr 26	..	..
Chicago, Rock I. & Pacific 6s, 1917	132 Apr 21	129½ Jul 28	129½ July 28	127	..
Do., do., registered	131½ Jan 29	128 Apr 2	129 July 19	127	..
Do., debenture 5s, 1921	107½ Feb 2	104½ Mar 25	107 July 22	107	..
Do., gen. g. 4s, 1988	105½ Jun 29	102½ May 7	105 Aug 6	104½	105½
Do., do., registered	103½ May 11	103½ May 11	103½ May 11	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	94 Aug 2	85 Jan 15	94 Aug 2	..	..
Do., 1st 2½s, 1905	70½ Feb 11	60½ Jan 10	70 Feb 23	..	[illegible]
Do., [illegible]	.. ....	.. ....	[illegible] My [illegible], 97	..	..
[illegible]	[illegible] Feb [illegible]	[illegible] Apr [illegible]	[illegible]	..	..
Do., do., small	.. ....	.. ....	[illegible]	..	..
[illegible]	[illegible] Jan 20	[illegible] Apr [illegible]	[illegible] Aug [illegible]	..	[illegible]
[illegible]	[illegible] Feb 19	[illegible] May [illegible]	[illegible] July [illegible]	..	..
[illegible]	[illegible] Jan 20	[illegible] Apr 14	[illegible] July [illegible]	..	..
Chi. & W. Ind. 1st sk. fd. g. 6s, [illegible]	.. ....	.. ....	[illegible] Jly [illegible], 97	..	..
Do., gen. g. 6s, 1932	[illegible] Feb 17	117½ Apr 1	[illegible] July 14	..	..
Chicago Term. & Trans. 4s, 1947	[illegible] Aug 5	70½ Mar 26	85 Aug 6	[illegible]	[illegible]
Chi. & West Mich. Ry 5s, 1921	.. ....	.. ....	97½ Nov., 96	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	.. ....	.. ....	[illegible] Oct [illegible], 97	..	..
Do., 2d g. 4½s, 1937	.. ....	.. ....	103½ Mr [illegible], 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	111½ Feb 11	107½ May 10	110 Aug 1	..	..
City & Sub. Ry Balt. 1st g. 5s, 1922	.. ....	.. ....	105½ Apr., 95	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	75½ Feb 4	68½ May 5	70 June 16	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	83 May 12	82 May 12	83 June 29	..	..
Do., Cairo Div. 1st g. 4s, 1939	90 Jan 12	88 Jun 8	88 Jun 8	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	96½ Feb 14	90½ May 9	96½ July 26	..	..
Do., do., registered	96 Mar 15	90 Mar 24	90 Mar 24	..	..
Spring. & Col. Div. 1st g. 4s, 1940	.. ....	.. ....	87 Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	85½ Jan 13	80 Jun 13	80 June 13	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	90 Mar 9	89 Feb 25	90 Aug 5	..	92
Cin., Ind., St. L. & C. 1st g. 4s, 1936	103 Feb 11	98½ May 17	99½ May 26	100½	..
Do., con. 6s, 1920	.. ....	.. ....	100 Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	.. ....	.. ....	114 Oct 7, 97	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900	.. ....	.. ....	107½ Fe 19, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	79 Jul 8	70 Mar 14	78 Aug 5	..	..
Do., income 4s, 1990	19 Jun 21	14 May 7	16½ July 20	..	..
C., C., C. & Ind. 1st sk. fd. 7s, 1899	105½ Mar 5	102 May 9	103½ July 28	..	..
Do., con. 7s, 1914	137 Jan 17	131½ Jun 4	135½ July 26	..	..
Do., gen. con. g. 6s, 1934	127½ May 11	127½ May 11	127½ May 11	..	..
Cin. & Sprd. 1st M. C. C. C. & I. 7s, 1901	.. ....	.. ....	107½ Oct 16, 97	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	103 May 10	100 Mar 18	103 May 10	..	..
Clev. & Mahoning Val. g. 5s, 1938	.. ....	.. ....	120½ July, 96	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	60 May 5	56 May 26	57½ Aug 3	57	60
Col., Hock. Val. & Tol. con. g. 5s, 1931	.. ....	.. ....	68½ My 15, 97	..	..
Do., J. P. M. & Co. eng. cts. $35 paid	80 Jun 29	70½ Apr 21	80 Aug 5	79	..
Do., gen. g. 6s, 1904	61 Feb 14	54 Jan 11	61 Feb 14	..	..
Con. & Passumpsic Riv. 1st g. 4s, 1943	.. ....	.. ....	102 Dec., 95	..	..
Del., Lack. & West. 7s, 1907	123 Jan 15	122 Apr 4	122 Apr 4	..	..
Syra., Bing. & N. Y. 7s, 1906	128 Jul 22	125½ Jan 3	126 July 23	..	..
Morris & Essex 1st 7s, 1914	144 Jan 4	137½ May 21	140 July 18	..	..
Do., 7s, 1900	.. ....	.. ....	109 No 23, 97	..	..
Do., 7s, 1871-1901	113½ Feb 28	107 Apr 21	110½ June 30	..	..
Do., 1st con. gtd. 7s, 1915	142½ May 26	136 Apr 18	139 June 30	..	..
Do., registered	.. ....	.. ....	138 July, 92	..	..
N. Y., Lack. & West. 1st 6s, 1921	138½ Jan 20	136½ July 8	136½ July 8	..	..
Do., construction 5s, 1923	.. ....	.. ....	118½ No 17, 97	..	..
Warren 2d 7s, 1900	108 Aug 1	108 Aug 1	108 Aug 1	..	..
Del. & Hud. 1st Penn. Div. 7s, 1917	143 May 7	143 May 7	143 May 7	..	..
Do., do., registered	.. ....	.. ....	143 May 4, 97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½ Jan 25	120½ May 6	123½ July 23	122½	..
Do., g. 6s, 1906	115½ Jan 27	110 Apr 21	115 June 21	115½	..
Do., do., registered	.. ....	.. ....	116½ Mr 22, 97	114	..
Ren. & Saratoga 1st 7s, 1921	.. ....	.. ....	148½ Au 18, 97	142	..
Do., do., registered	145 Feb 18	141 May 6	141 May 6	142	..
Den. & Rio Gr. 1st con g. 4s, 1936	96½ Aug 5	89 Apr 8	96½ Aug 6	96	97
Do., 1st g. 7s, 1900	111 Aug 4	108 Apr 5	111 Aug 4	110½	..
Do., improvement g. 5s, 1928	94½ Jul 25	85½ Jan 3	94½ July 28	..	..
Des Moines Union 1st g. 5s, 1917	100 Mar 30	97 Jan 6	99½ June 6	97	..
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	18 Aug 6	16¼ Jun 8	18 Aug 6	..	..
Duluth & Iron Range 1st 5s, 1937	107½ Mar 9	104 Jan 3	106 July 27	..	..
Duluth, Red Wing & So. 1st 5s, 1928	92½ Feb 11	92¼ Feb 11	92¼ Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	107 Mar 8	101 May 2	107 June 8	..	..
Erie 1st ext. g. 4s, 1947	116 Feb 2	112½ Jan 4	113 July 26	113	..
Do., 2d ext. g. 5s, 1919	119½ Aug 2	116½ May 20	119½ Aug 2	118	..
Do., 3d ext. g. 4½s, 1923	111½ Jun 3	108 Apr 11	111½ June 27	112	..
Do., 4th ext. g. 5s, 1920	118 Jun 7	113 May 23	117 June 28	..	..
Do., 5th ext. g. 4s, 1928	105 May 23	104½ Feb 21	104½ June 3	..	..
Do., 1st con. g. 7s, 1920	147½ Feb 11	138 May 6	143 July 19	..	..
Do., 1st con. g. fund. 7s, 1920	143 Jan 18	140 May 27	141 June 25	..	..
Long Dock con. g. 6s, 1935	139 Feb 25	133½ Apr 12	137 July 7	..	..
Buffalo, N. Y. & Erie 1st 7s, 1916	133 Jun 6	133 Jun 6	133 June 6	..	..
Jefferson R.R. 1st gtd. g. 5s, 1909	106 Feb 11	106 Feb 11	106 Feb 11	104	..
Chicago & Erie 1st g. 5s, 1982	113 Feb 10	108 May 2	113 Aug 5	..	..
N.Y., L.E. & W. 1st cur. 6s, 1913	.. ....	.. ....	102 Aug., 96	..	..
N.Y. & Greenw'd Lake gtd. g. 5s, 1946	.. ....	.. ....	105½ Oct 2, 97	..	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	93½ Aug 5	84¾ Apr 26	93½ Aug 6	..	..
Do., 1st con. gen. lien g. 4s, 1996	75½ Aug 6	68 Apr 28	75½ Aug 6	..	..
N. Y., Sus. & W. 1st refdg. 5s, 1937	108½ Feb 11	99 Apr 27	105 July 25	105	..
Do., 2d g. 4½s, 1937	92 Jul 14	84¾ Jan 6	92 July 15	..	..
Do., gen. g. 5s, 1940	98 Feb 7	83 Apr 23	89½ Aug 6	..	..
Do., terminal 1st g. 5s, 1943	111½ Jan 28	109½ Jul 25	109½ July 25	..	..
Wilk. & East. 1st gtd. g. 5s, 1942	101½ Feb 8	93¼ Jan 3	98 July 21	..	..
Midland R. of N. J. 1st g. 6s, 1910	121 Jan 4	116 Apr 18	120½ Aug 6	..	..
Eureka Springs 1st g. 6s, 1933	.. ....	.. ....	65 No 10, 97	..	..
Evansville & T. H. 1st con. g. 6s, 1921	118 Jun 24	112 May 20	114 July 20	114	..
Do., 1st gen. g. 5s, 1942	86½ May 31	82 Apr 13	85 Aug 6	..	..
Do., Mt. Vernon 1st g. 6s, 1923	.. ....	.. ....	110 May, 93	..	..
Do., Sul. Co. Brch. 1st g. 5s, 1930	.. ....	.. ....	110 Sept., 91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926	78 Feb 14	77½ Feb 16	77½ Feb 16	..	..
Flint & Pere Marq. g. 6s, 1920	117½ Aug 5	110 May 2	117¼ Aug 5	115	..
Do., 1st con. g. 5s, 1939	95 Feb 3	85 Apr 28	94 Aug 5	..	..
Do., Pt. Huron d. 1st g. 5s, 1939	92½ Mar 4	83 Jan 5	92 July 29	..	..
Fla. Cent. & Peninsular 1st g. 5s, 1918	.. ....	.. ....	103 Ap 14, 97	..	..
Do., con. g. 5s, 1943	.. ....	.. ....	80½ May, 96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105 Mar 11	105 Mar 11	105 Mar 11	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	75½ Jun 29	65 Mar 17	74 Aug 6	73½	74
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	65½ Aug 4	54½ Jan 5	62¾ Aug 5	63	63½
Gal., H. & H. 1st 5s, 1913	94 Aug 4	88¾ Jan 26	94 Aug 4	..	..
Georgia & Ala. Ry 1st pf. g. 5s, 1945	88 Jul 18	88 Jul 18	88 July 18	..	..
Ga., Car. & North. 1st gtd. g. 5s, 1929	92 Jul 8	92 Jul 8	92 July 8	..	..
Green Bay & West. deb. certs., A	49 Jan 27	40½ Jun 23	44 Aug 2	..	..
Greeen Bay & West. deb. certs., B	6½ Jan 26	3½ Jul 9	5 July 25	..	..
Houston, E. & W. Texas 1st g. 5s, 1933	94 Jul 28	88 Jun 9	93½ Aug 4	..	..
Illinois Central 1st g. 4s, 1951	115 Mar 10	113½ Feb 14	115 Mar 10	109½	..
Do., do., registered	109½ Jul 28	108½ Jun 2	109½ July 28	109½	..
Do., 1st g. 3½s, 1951	105 Mar 16	105 Mar 16	105 Mar 16	..	..
Do., registered	102½ Apr 15	101 Apr 24	102½ Apr 15	..	..
Do., g. 4s, 1952	104 Jul 8	100 May 6	104 July 8	..	..
Do., do., registered	103 Jan 25	103 Jan 25	103 Apr 15	..	..
Do., g. 4s, 1953	102¼ Feb 2	97½ Apr 29	101½ Aug 4	..	..
Do., 2-10s, g. 4s, 1904	.. ....	.. ....	100½ Jan 4, 97	..	..
Do., Western Line 1st g. 4s, 1951	105 Jan 28	101 May 20	105 July 28	..	..
Do., Louisville Div. g. 3½s, 1953	94½ Jul 12	92½ Jul 12	94½ Aug 6	..	..
Do., Cairo Bridge g. 4s, 1950	.. ....	.. ....	102½ Sept., 96	..	..
Do., Middle Div. registered 5s, 1921	.. ....	.. ....	116½ Aug., 95	..	..
Do., St. Louis Div. g. 3s, 1951	.. ....	.. ....	.. ....	79	..
Do., St. Louis Div. 3½s, 1951	94 Aug 2	92½ Jul 29	94 Aug 6	..	..
Chi., St. L. & New Orl. g. 5s, 1951	123¼ Feb 15	115½ Apr 23	121½ July 8	..	..
Do., registered	.. ....	.. ....	118½ Apr 1, 97	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½ Jan 24	103½ Jan 24	103½ Jan 24	..	..
St. L., A. & T. H. 1st & ter. g. 5s, 1914	.. ....	.. ....	105 De 28, 97	..	..
Belleville & Carodt. 1st 6s, 1923	.. ....	.. ....	115 Ja 22, 96	116	..
St. Louis South. 1st gtd. g. 4s, 1931	.. ....	.. ....	90 No 12, 97	92	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104 Jan 10	97 May 2	100¼ July 7	..	..
Ind., Illinois & Iowa 1st g. 4s, 1939	88 Jan 4	86 Jan 22	86 Jan 22	88	..
Do., 1st ext. g. 5s, 1943	.. ....	.. ....	94¼ Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼ Jan 13	116 May 6	121 Aug 5	117½	121¾
Do., 2d g. 5s, 1909	90 Feb 3	78 Mar 23	90 Aug 6	..	..
Do., 3d g. 4s, 1921	60 Feb 7	44 Jan 14	58½ Aug 3	..	..
Iowa Central 1st g. 5s, 1938	103½ Feb 19	97 Mar 26	103½ Aug 6	..	..
K. C., P. & Gulf 1st & col. g. 5s, 1923	81½ Feb 14	65 Apr 26	74 Aug 5	..	74
Kings Co. El., Ser. A, 1st g. 5s, 1925	59 Jul 8	40 Apr 28	57 Aug 6	56	58
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	49 Jul 9	35 Mar 11	49 July 9	..	..
Lake Erie & West. 1st g. 5s, 1937	117½ Feb 9	115 May 10	116 May 20	..	..
Do., 2d g. 5s, 1941	104½ Jun 10	95 Apr 29	102 Aug 5	100	102
Northern Ohio 1st gtd. g. 5s, 1945	102 Jun 4	100½ Jan 6	102 June 4	..	..
Lake Shore & Michigan Southern—					
Detroit, Mon. & Tol. 1st 7s, 1906	121 Apr 28	121 Apr 28	121 Apr 28	..	..
Lake Shore Div. 7s, 1899	106½ Feb 11	106 Jan 14	106 Feb 15	..	..
Do., con. 1st 7s, 1900	110 Mar 9	105½ Aug 3	105½ Aug 3	..	..
Do., do., registered	109½ Feb 9	105¼ Jun 30	105½ July 19	105¼	106
Do., con. 2d 7s, 1903	120½ Feb 23	115½ Jun 16	115½ June 30	117	..
Do., do., registered	119½ Mar 1	115½ Jun 16	115½ June 16	117	..
Do., g. 3½s, 1997	106½ Jan 18	102 Apr 7	106 Aug 4	105	105½
Do., do., registered	106 Feb 21	103 Mar 29	103 Mar 29	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901	.. ....	.. ....	108¼ Dec 1, 97	..	..
Mahoning Coal R.R. 1st 5s, 1934	.. ....	.. ....	125 Dec 9, 97	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104½ Feb 17	99 Apr 29	101¼ July 25	..	..
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½ Feb 16	107 Apr 20	111 Aug 6	111	..
Do., do., registered	.. ....	.. ....	110 No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	92½ Mar 22	92½ Mar 22	92½ Mar 22	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92 Feb 18	92 Feb 18	92 Feb 23	..	..
El., Cor. & Nor. g. 1st pf. 6s, 1914	.. ....	.. ....	99½ Feb., 93	..	..
Do., g. gtd. 5s, 1914	.. ....	.. ....	101 Sep 16, 97	..	..
Litch., Car. & W. 1st g. 6s, 1916	.. ....	.. ....	95 Feb., 93	..	..
L., R. & M. Tr. Co. cts. for 1st g. 5s, 1937	.. ....	.. ....	25 Apr., 96	..	..
Long Island 1st con. g. 5s, 1931	120 Feb 2	117 May 13	119½ June 28	..	120
Do., 1st consol. g. 4s, 1931	.. ....	.. ....	.. ....	100	..
Do., gen. g. 4s, 1938	90 Jun 11	85½ Jan 12	90 June 23	..	..
Do., ferry g. 4½s, 1922	90 Jan 31	86¾ Apr 1	86¾ Apr 6	..	..
N. Y. & Rockaway B. 1st g. 5s, 1927	.. ....	.. ....	100 My 25, 97	..	..
Do., 2d income, 1927	.. ....	.. ....	40 Mar., 96	..	..
N. Y., B. & Man. B. 1st con. g. 5s, 1935	.. ....	.. ....	107½ De 15, 97	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932	.. ....	.. ....	103½ June, 95	..	..
L., E. & St. L. 1st con. g. 5s, 1939, t. r.	38 Aug 6	32 Jan 6	38 Aug 6	..	40
Do., gen. g. 4s, 1943	.. ....	.. ....	9½ Au 21, 97	..	..
Louisv. & Nashv., Cecilian Br. 7s, 1907	.. ....	.. ....	106 No 11, 97	106	..
Do., N. O. & Mobile 1st g. 6s, 1930	124½ May 31	120½ Jan 6	121½ July 25	..	..
Do., do., 2d g. 6s, 1930	108 Aug 2	108 Jul 19	108 Aug 2	..	..
Do., E. H. & Nashville 1st g. 6s, 1919	117 Feb 9	113 Mar 29	113¼ June 29	..	..
Do., gen. g. 6s, 1930	120½ May 27	116½ Apr 21	118 July 21	..	120
Do., Pensacola Div. g. 6s, 1920	.. ....	.. ....	103½ Sep 24, 97	..	..

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jly 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	105	Jul 1	105	Jul 1	105	July 20	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s,1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	104	July 15	..	..
Do., unified g. 4s, 1940	94½	Feb 11	83	Apr 25	91	Aug 6	90	..
Do., Pens. & Atl. 1st gtd. g. 6s,1921	109	Jan 8	99	Apr 21	103½	Aug 2	..	..
Do., collateral trust g. 5s, 1931	108¾	Feb 24	101½	Apr 6	104¼	Aug 2	..	..
Do., Mob. & Mont. 1st g. 4½s, 1945	109½	Jul 18	108	May 5	109½	July 18	..	..
N., F. & S. 1st gtd. g. 5s, 1937	98	Jul 26	87½	Apr 5	98	July 26	..	..
South & North A. con. gtd. g. 5s,1936	101	Jun 2	94	Feb 5	100¾	July 18	..	..
Kentucky Central g. 4s, 1978	91	Feb 14	85	Apr 12	90	July 21	..	..
Louis. Railway Co. 1st con. g. 5s,1930	109	Mar 19	103	Mar 9	109	Mar 19	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Manhattan R'way con. g. 4s, 1990	98½	Jan 13	90	Apr 23	97	Aug 6	96	96½
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114⅛	Apr. 6	116½	Aug 2	116¾	117¼
Do., 2d 6s, 1899	105	Jan 26	101	May 5	102¾	Aug 5	..	..
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108½	Apr 28	113¾	Aug 5	..	114
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	120¾	Aug 4	..	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	123¼	Jan 14	116	Apr 21	121½	Aug 4	..	..
Lex. Av. & Pav. F. 1st gtd. g. 5s,1993	123¼	Jan 12	117	Mar 12	120	July 1	..	..
Mexican Central con g. 4s, 1911	66	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11½	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	77¼	Aug 4	70⅝	Feb 10	77¼	Aug 6	..	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1917	..	....	..	....	42⅝	No 12, 96	..	..
Do., 2d income g. 6s, B, 1917	..	....	..	....	13	Jly 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	..	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	114¼	July 22	113½	..
Do., 1st con. 5s, 1902	106⅝	Feb 1	102½	May 25	102½	May 25	..	..
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121¼	June 21	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jly 22,97	140	..
Do., 1st con. g. 5s, 1934	108¼	Feb 1	100½	Apr 26	106⅝	July 18	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31, 97	..	..
Mo., K. & T. 1st g. 4s, 1990	91⅝	Feb 4	82¾	Apr 25	90½	Aug 5	90½	90¾
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	64	Aug 6	63¾	64
Do., 1st ext. g. 5s, 1944	83¾	Jan 28	83¾	Jan 28	83¾	Jan 28	..	..
Mo., K. & T. of T. 1st gtd. g. 5s,1942	86	Aug 4	80	Mar 12	85⅛	Aug 6	..	..
Kansas City & Pac. 1st g. 4s, 1990	75	Jul 9	71	Jan 4	75	Aug 4	74	77
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	80	May 13	..	..
Mo., Kan. & East. 1st gtd. g. 5s, 1942	100	Aug 2	93½	Apr 1	100	Aug 6	..	..
Missouri Pacific 1st con. g. 6s, 1920	105¾	Aug 6	93	Mar 26	105¾	Aug 6	105¾	106½
Do., 3d 7s, 1906	112	Jul 13	103½	Apr 26	110	July 26	110	..
Do., trust g. 5s, 1917	85	Aug 6	65½	Jan 19	85	Aug 6	..	..
Do., 1st col. g. 5s, 1920	77⅝	Jul 27	60	Apr 28	77	Aug 5	..	..
Pacific R. of Mo. 1st ext. g. 4s, 1938	106	Jan 31	100	May 3	103¾	Aug 5	..	..
Do., 2d ext. g. 5s, 1938	109	Jun 30	106¼	July 7	106¼	July 7	..	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	108	May 28	..	..
Do., 2d ext. g. 5s, 1946	107½	Jul 27	102½	May 5	107½	July 28	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	105½	July 25	..	..
Do., gen. con. ry. & ld. grt.g.5s,1931	100½	Jul 22	86	Apr 6	100⅛	Aug 6	..	..
Do., gen. con. stpd. gtd. g. 5s, 1931	97	Jul 9	86	Feb 26	97	July 9	..	..
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	121¼	July 29	121	..
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	..
Do., gen. g. 4s, 1938	80½	Feb 5	70	Apr 26	80	Aug 6	..	..
Montgomery Div. 1st g. 5s, 1947	100	Jul 9	97½	May 27	100	Aug 5	..	..
St. Louis & Cairo gtd. g. 4s. 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 23	128	Apr 4	129	Aug 5	..	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	106
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	103	Aug 5	102½	103
Do., 1st 6s, McM., M. W. & Al.,1917	..	....	..	....	108	Mar., 96	..	..
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	119½	Jun 23	113¼	Apr 21	116¾	Aug 1	..	..
Do., do., registered	118	May 31	113½	Apr 20	115½	June 29	..	..
Do., debenture 5s of 1884-1904	112	Feb 23	106	Apr 21	110⅞	June 30	..	..
Do., do., registered	111¾	Feb 8	106	Apr 1	110⅝	July 15	..	..
Do., reg. debenture 5s of 1889-1904	108¾	Feb 19	108½	Feb 21	108½	Feb 21	..	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	104¼	June 30	..	..
Do., do., registered	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	..	..
Do., deb. certs., ext. g. 4s, 1905	105½	May 31	100½	May 6	104⅝	July 8	..	..
Do., registered	105	Feb 7	104	Mar 26	104⅝	June 30	..	..
Do., gold 3½s, 1997	107	Jun 28	105½	Jul 22	105½	July 28	..	..
Do., do., registered	104⅞	Jul 6	104⅞	Jul 6	104⅞	July 6	..	..
Michigan Cent. col trust g. 3½s, 1998	95	Jul 30	91¼	Jun 23	94½	Aug 5	..	95
Lake Shore col. g. 3½s, 1998	96½	Jul 29	94	Jun 23	96	Aug 6	95½	96
Do., registered	95	Jul 1	94½	Jul 19	94¼	July 19	..	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102¾	Apr 25	110	Aug 6	109½	110½
Do., registered	110	Feb 7	101½	Apr 26	109⅝	Aug 5	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108½	No 16, 97	..	..
Do., registered	106	Jun 17	106	Jun 17	106	June 17	..	..
Clearf. Bit. Coal gtd. g.4s,Ser.A,1940	95	Jul 27	95	Jul 27	95	July 28	..	..
Do., do., registered	..	....	..	....	104	Jly 24, 97	..	..
Harlem 1st 7s, 1900	109½	Feb 3	107¼	May 25	107½	June 13	107¼	..
Do., do., registered	109½	Jan 27	107⅛	Jun 3	107⅛	June 3	107	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	123½	Jul 27	119½	May 12	123½	July 27	123	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107½	Oct 14,97	..	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126	Feb 14	123	Jun 23	123	June 23	124	126½
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½	Jan 12	100	Apr 21	106	Aug 4	..	107
Do., do., registered	..	....	..	....	103	No 4, 97	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	157½	Jun 9	145	Jan 6	157½	June 16	159	162
Do., do., small certs., $100	153	Jun 9	145	Jan 6	153	June 9	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	123	Jun 16,97	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	119	Feb 11	119	Feb 11	119	Feb 11	..	121
Do., 1st 6s, 1905	113½	Jul 19	113½	Jul 19	113½	July 19	..	..
N. Y., Ont. & Wn. con. 1st g. 5s,1939	109	May 31	106	Mar 7	106½	Aug 2	..	..
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	101¼	Aug 6	100¾	101⅜
Nor. Pac. 1st g. 6s, 1921	119½	Feb 9	112	Mar 25	112½	July 13	..	..
Do., do., registered	119	Feb 11	112	Mar 28	116	June 4	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	126	May 10	124	Jun 8	124	June 8	..	..
Do., do., registered certificates	127	Jun 27	124½	Jun 15	127	July 12	..	..
Nor. Pac. Ry pr. lien 4s, 1997	100⅝	Aug 4	90½	Apr 21	100¼	Aug 6	100⅛	100¼
Do., registered	97¼	Feb 7	93	Apr 6	93½	May 5	..	..
Do., gen. lien g. 3s, 2047	65½	Aug 6	57	Apr 21	65¼	Aug 6	65⅛	65⅝
Nor. Pac. Terminal Co. 1st g. 6s, 1933	113½	Jun 16	104	Jan 5	112	July 20	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	102	Jun 27	102	June 27	102	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	121½	July 15	..	..
Do., New River 1st g. 6s, 1932	124	Aug 3	118	Mar 17	124	Aug 4	..	..
Do., improve. and ext. g. 6s, 1934	119¾	Jan 20	117	Feb 9	117	Feb 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	89	Jul 9	82	Apr 14	89	Aug 3	..	89
Nor. & West. Ry 1st con. g. 4s, 1996	86½	Aug 6	74¾	Apr 21	86½	Aug 6	86	86½
Ogden. & L. Cham. 1st con.6s,1920	..	....	..	....	94	April, 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	..	..
Ohio Southern 1st g. 6s, 1921	84¾	Feb 21	80	Jan 13	83½	July 27	83	85
Do., gen. g. 4s, 1921	15	Jan 20	10½	Jan 7	14½	Feb 11	..	..
Do., do., eng. Trust Co. certs	14¾	Jan 20	10	Mar 31	10	June 9	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 8	76	May 6	78½	July 15	..	..
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	108	Sep 21,97	..	..
Do., en. Trust Co. certs. of deposit	114	Jun 9	100½	Apr 25	114	June 22	..	..
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49⅝	Apr 28	61½	June 27	..	..
Ore. R. & N. 1st sk. fd. g. 6s, 1909	116	Jun 15	111	Apr 20	112	Aug 3	..	..
Ore. RR. & N. Co. con. g. 4s, 1946	98¾	Aug 6	89	Apr 26	98¾	Aug 6	..	..
Oregon Short Line 1st g. 6s, 1923	128	Jul 25	118	Apr 16	125½	Aug 4	125	..
Utah & Northern 1st 7s, 1908	121	Jun 14	121	Jun 14	121	June 18	115	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	100	..
Ore. Short Line 1st con. g. 5s, 1946	107	Jun 25	96	Apr 27	106⅝	Aug 5	..	..
Do., non-cum. inc. A 5s, 1946	81½	Aug 3	58	Jan 5	80⅝	Aug 6	..	..
Do., non-cum. inc. B and col. trust	58½	Aug 8	39	Jan 4	57⅝	Aug 6	..	..
Pacific Coast Co. 1st g. 5s, 1946	104	Jul 11	102	Jun 23	103½	Aug 6	..	104
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114	Jan 26	108	Apr 21	113¾	July 26	113	114
Do., do., registered	110	July 8	110	July 8	110	July 8	..	..
P., C., C. & St.L. gtd. g.4½s,1940,Ser.A	113	Feb 8	109½	May 18	110½	June 6	..	..
Do., do., Series B, gtd., 1942	113	Jan 21	106	May 6	111	June 28	..	..
Do., do., Series C, gtd., 1942	..	....	..	....	111	Jun 17,97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	102	Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	108	Jun 6	106¾	Mar 1	108	June 6	..	..
Do., do., registered	..	....	..	....	108¼	Ap 28, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140½	Jan 25	140	Jan 10	140½	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	May 9	..	..
Do., 3d 7s, 1912	..	....	..	....	128	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110½	Jul 8, 97	..	..
Clev. & Pitts. con. sink. fd. 7s, 1900	109	Apr 19	107	May 25	107	May 25	107	..
Do., gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	113½	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jan 27,[illegible]	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10, 97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	106	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115½	Feb 14	115½	Feb 14	115½	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	100½	Mar 3	95	Apr 12	100	July 29	98	101½
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 23,97	98	..
Do., do., en. Trust Co. certs	98	Feb 15	96	Feb 15	96	June 23	..	..
Do., Trust Co. cts. for 2d g. 5s, 1926	17	May 23	15	May 19	17	May 23	..	..
Do., do., 1st installment paid	18½	Jun 2	18½	Jun 2	18½	June 2	..	..
Peoria & Pekin Union 1st g. 6s, 1921	120	Apr 22	120	Apr 22	120	May 11	122	..
Do., 2d g. 4½s, 1921	68½	Feb 25	65½	May 23	[illegible]	May 23	65	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137	No 17,97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	108½	April, 96	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	[illegible]	Mar., 96	..	..
Pitts. & L. E. 2d g. 5s, Ser. A & B,1928	..	....	..	....	114	Mar., [illegible]	..	..
Pitts., McK. & Yough. 1st gtd. 6s, [illegible]	..	....	..	....	117	Mar., [illegible]	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	[illegible]	April, 96	..	..
Pitts. Shen. & L. Erie 1st g. 5s, 1940	109	Feb 14	104	Apr [illegible]	[illegible]	Aug 4	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	[illegible]	Jly 1[illegible],97	..	..
Pitts. & West. 1st g. 4s, 1917	[illegible]	Jul [illegible]	[illegible]	[illegible]	[illegible]	Aug [illegible]	[illegible]	[illegible]
Do., g. 4s, [illegible]	[illegible]	Jul [illegible]	[illegible]	Jun [illegible]	[illegible]	Aug [illegible]	[illegible]	[illegible]
Reading Co. [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	80¾	Jun 10	68¼	Apr 29	80½	Aug 5	..	..
St. L. & S. F. 2d g. 6s, Class A,1906	116¾	Feb 15	111	May 2	114	July 20	..	115
Do., 2d g. 6s, Class B, 1906	116¾	Feb 17	111⅛	May 6	113½	July 14	..	115
Do., 2d g. 6s, Class C, 1906	116¾	Feb 23	113	May 24	114	June 24	..	115
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	120½	Jun 22	114	Apr 20	118½	July 27	..	..
Do., gen. g. 5s, 1931	106⅝	Jun 30	98½	Apr 25	105½	Aug 6	..	..
Do., 1st trust g. 5s, 1987	100	Jun 23	92½	Apr 14	100	July 12	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	79½	Jun 6	69	Apr 26	79⅜	Aug 6	78½	79½
St. L. & S. F. S.W. Div. 5s 1947	97	Aug 5	90	Apr 6	97	Aug 5	..	..
St. Louis Southwest. 4s, cts., 1989	80¼	Aug 6	70	Apr 26	80¼	Aug 6	80	80¼
Do., 2d g. 4s, inc. bond cts., 1989	33	Aug 4	25	Mar 25	32¾	Aug 6	32⅝	32¾
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	..	..
Do., 2d 5s, 1917	109	Feb 16	105	Jun 27	106½	July 8	..	..
St. Paul, M. & M. 2d 6s, 1909	122¾	Jan 28	120	Jun 21	121⅜	July 7	120	..
Do., Dakota exten. g. 6s, 1910	123	Aug 3	118½	Mar 25	123	Aug 3	122½	..
Do., 1st con. g. 6s, 1933	130½	Aug 2	128	Jan 5	130½	Aug 4	130	..
Do., do., registered	..	....	..	....	119¾	Sept., 96	..	..
Do., do., reduced to g. 4½s	108⅝	Jul 28	105½	May 10	108¼	July 28	108	..
Do., do., registered	..	....	..	....	106½	My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	100½	Mar 4	94½	Jan 10	100¼	Aug 3	100	..
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½	Jan 13	122½	Jan 13	122½	Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	132	Jun 11	118½	Apr 19	127¼	July 8	130	..
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	109½	May 24	110	..
Eastern Minn. Div. 1st g. 5s, 1908	110	Jul 29	105½	Apr 12	110	July 29	108	..
Wilmar & Sioux Falls 1st g. 5s, 1938	..	....	..	....	111	No 23, 97	111½	..
Do., do., registered	..	....	..	....	115	Ap 24, 96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20,97	100½	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104½	Oct 18,97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	..	..
Seat., L. S. & E. 1st g. 6s,1931,ass.pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	98	Feb 8	92	Apr 29	96	Aug 1	..	..
Southern Pacific Co.—								
Gal., Harris & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105	July 22	..	..
Do., Mex. & Pac. Div. 1st g.5s,1931	96¾	Aug 5	92	Jan 4	96¾	Aug 5	..	..
Hous. & Tex. C. 1st, W. & N. 7s,1903	..	....	..	....	102	Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	111½	Jul 28	107½	May 25	111½	July 28	..	..
Do., con. g. 6s, interest gtd., 1912	110	July 1	105	May 11	110	July 1	..	..
Do., gen. g. 4s, interest gtd., 1921	82½	Jul 7	76¾	Apr 2	81	Aug 6	..	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17, 97	..	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	71	Aug 1	55½	Apr 25	70	Aug 5	..	..
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17, 97	..	..
Do., con g. 5s, 1943	99½	Aug 5	96½	Jan 8	99½	Aug 5	..	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	109½	Jun 28	100¼	Jan 4	108	Aug 6	..	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110	Jan 24	106¾	May 20	108	Aug 3	..	..
Do., do., 1st con. gtd. g. 5s, 1937	101¼	Jul 26	92½	Jan 6	100¾	Aug 4	..	..
Austin & Northw. 1st gtd. g. 5s, 1941	87¼	Jan 15	81½	Jul 25	81½	July 25	..	..
So. Pac. of N. M. 1st g. 6s, 1911	110¼	Jun 28	105½	Jan 5	108¾	Aug 6	..	..
Southern Rway 1st con. g. 5s, 1994	98	Aug 6	87	Apr 28	98	Aug 6	97¾	98
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 8	96	Jan 19	99	July 22	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17, 97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	108	Jun 13	105½	Jul 14	105¾	July 22	105⅝	107
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	114	July 8	..	..
Do., con. 1st g. 5s, 1956	111½	Feb 9	107	Apr 16	111¼	Aug 5	..	..
Georgia Pac Ry 1st g. 5-6s, 1922	123	Jun 6	118	Apr 13	119	July 28	..	..
Knoxville & Ohio 1st g. 6s, 1925	117½	Feb 18	112	Apr 28	117	June 7	..	..
Richmond & Danville con. g. 6s, 1915	125¼	Jun 24	118	Apr 16	121½	July 20	..	..
Do., equip. sink. fund g. 5s, 1909	..	....	..	....	101	No 22, 97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	96	June 3	..	..
Va. Midland gen. 5s, 1936	108	Jul 21	100	Mar 24	107½	Aug 2	107	107¾
Do., do., gtd., stamped, 1936	107	Jun 8	102	Apr 14	107	June 8	107	107¾
Wash., Ohio & W. 1st cy gtd. 4s,1924	87¾	Jul 29	87¾	Jul 29	87¾	July 29	..	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113	May 9	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	103	Jul 19	103	Jul 19	103	July 21	..	..
Term. Ass. of St. L. 1st g. 4½s, 1939	110½	Feb 19	109	May 18	110½	July 8	..	..
Do., 1st con. g. 5s, 1894-1944	110	Jul 22	105½	Apr 14	110	July 22	..	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s,1930	..	....	..	....	103	Oct 27,97	..	..
Tex. & Pac. Ry, E. Div. 1st g. 6s, 1905	110¼	Feb 14	109	Jan 18	110½	June 21	..	..
Do., 1st g. 5s, 2000	107½	Aug 5	96½	Mar 12	107	Aug 6	107	108
Do., 2d g. income 5s, 2000	44½	Jul 13	28	Jan 4	43⅝	Aug 6	43¼	43¾
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	122½	June 20	121½	..
Toledo & Ohio Central 1st g. 5s. 1935	105	Jun 18	102½	Jan 3	104	July 11	..	108
Do., Western Div. 1st g. 5s, 1935	104	Jul 10	102½	Jan 3	104	July 19	..	..
Kanawha & Mich. 1st gtd. g. 4s, 1990	82¼	Feb 23	76	May 26	78	July 21	..	81
Toledo, Peo. & W. 1st g. 4s, 1917	72½	Jan 7	69½	Mar 22	72	May 10	70	..
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	90	Aug 5	..	..
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98	Jun 4	100½	Aug 4	98	100½
U. P. RR. and ld. grt. g. 4s, 1947	98¾	Jun 27	88½	Apr 21	98½	Aug 6	98¼	98¾
Do., Tr. Co. cts. g. 4½s, 1918	59¾	Jul 19	44	Apr 22	59	July 27	..	..
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29,97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	77	Aug 4	48½	Jan 6	76½	Aug 6	..	..
Wabash Railroad Co. 1st g. 5s, 1939	111	Aug 2	104½	Mar 12	111	Aug 4	111	112
Do., 2d g. 5s, 1939	91½	Jul 28	74½	Mar 24	90	Aug 6	89½	90
Do., deb., Series B, 1939	30	Aug 3	21	Apr 27	29¾	Aug 6	29½	29¾
Do., 1st g. 5s, Det. & Chi. ext., 1941	105½	Jun 21	97	Apr 19	103	Aug 6	..	..
St. L., K.C. & N.St.C.B.1st g. 6s,1908	110	Jan 5	108½	Mar 12	110	June 7	..	..
West. N. Y. & Penn. 1st g. 5s, 1937	110	Jun 29	108	Apr 25	108½	July 28	..	..
Do., gen. g. 3-4s, 1943	58½	Aug 6	47¼	Apr 26	58	Aug 6	57½	58½
Do., inc. 5s, 1943	16	Feb 7	10	Jan 7	15½	Aug 4	..	..
West Chi. St. 40-year con. 5s, 1936	..	....	..	....	99	De 28, 97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107¼	Oct 21,97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½	Feb 16	100½	Jan 11	101½	Mar 7	..	..
Do., 1st g. 5s, 1926, trust receipts	103	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	90	Mar 18	90	Mar 18	90	May 26	..	..
Do., exten. & imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	85	Jul 23	85	Jul 23	35	July 25	38	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	34	No 16, 97	..	..
Do., Eng. Trust Co. cts	52½	Aug 6	33½	Jan 3	52⅝	Aug 6	51¼	51½
Do., income g. 5s, 1937	7½	Jan 17	4	Jul 12	5	July 29	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Adams Express col. tr. 4s, 1948	101¼	Aug 6	98½	Jun 27	101¼	Aug 6	101¼	..
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	109	July 30	..	..
American Spts. Mfg. Co. 1st g. 6s, 1915	86	Jun 27	64	Mar 14	84	July 29	82	85
Boston Un. Gas tr. cts., sk.fd.g.5s,1939	91	Jan 7	90¼	Jan 26	90¼	Jan 26	..	..
B'klyn Union Gas Co 1st con.g.5s,1945	115	Jun 1	109½	Apr 27	115	Aug 4	..	..
B'klyn Whf. & W.H. Co. 1st g. 5s,1945	100½	Jan 28	92	Apr 23	92	Aug 4	..	..
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	..	..
Colorado Coal & Iron 1st con. g.6s,1900	102	Jul 25	95	Jan 6	100	Aug 5	99	..
Col. Coal & Iron Dev. Co. gtd. 5s, 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 3	101½	Apr 28	101¼	Apr 28	..	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	..	..
Detroit Gas Co. 1st con. g. 6s, 1918	103	Feb 2	89	May 20	95	July 11	92	93
Detroit City Gas 5s	95½	Jun 29	90	May 20	93	Aug 6	92⅞	93
Edison El. Ill. N. Y. 1st conv. g.5s,1910	112¾	Feb 18	108	Apr 9	111	July 28	..	..
Do., 1st con. g. 5s, 1995	119	Jun 3	114½	Mar 25	116½	July 12	117	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	118½	Jly 23, 97	..	..
Eq. Gas & Fuel of N. Y. 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel. 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	105¾	Aug 3	96	Apr 26	105¾	Aug 3	106	..
Grand River Coal & Coke 1st g.6s,1919	..	....	..	....	95½	Jan 19,97	..	..
Hend'son Bdge Co. 1st sk. fd. g.6s,1931	..	....	..	....	111	Au 23, 97	..	..
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	..
Do., non-conv. deb. 5s, 1913	..	....	..	....	79	Ap 23, 97	..	..
Jeff'son & Clearfd. C. & Ir. 1st g.5s,1926	..	....	..	....	107	My 22,97	..	..
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4,97	..	..
Lac. Gas L. Co. of St. L. 1st g.5s,1919	105¼	Jan 31	100	Apr 18	104½	Aug 6	104½	105
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	102	Jly 8, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s, 1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5, 97	..	..
National Starch Mfg. Co. 1st g.6s,1920	106	Jun 8	105	Jan 11	107½	July 28	107½	..
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	108	Jun 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92¼	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16, 97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	102	Mar 29	107½	July 27	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	115	Jun 27	120	July 29	..	..
Chi. Gas Lt. & Coke 1st gtd. g. 5s,1937	106½	Jan 24	103	Mar 29	106	Aug 3	..	..
Con. Gas Chi. 1st gtd. g. 5s, 1936	105½	Feb 19	101	Apr 19	104	July 21	..	104
Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905	106	May 10	102	Jul 12	102½	July 12	..	..
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	109⅝	Oct., 96	102½	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N. Y. con. g.6s,1923	..	....	..	....	101	Fe 10, 97	..	..
Stand. Rope & Tw. Co. 1st g. 6s, 1946	72½	Jul 12	61	Mar 12	69	Aug 4	67½	68½
Do., inc. g. 5s, 1946	17	May 25	11	Mar 23	16	Aug 5	15½	16
Tenn. Coal, I. & R.T. Div. 1st g.6s,1917	89	Feb 23	79	May 9	84	Aug 2	..	..
Do., Birm. Div. 1st con. 6s, 1917	89	Jun 14	79	Mar 25	85½	July 27	..	..
Cahaba Coal M. Co. 1st gtd.g.6s,1922	..	....	..	....	81	No 6, 96	..	..
De Bardeleben C. & I.Co.gtd.g.6s,1910	83	Jun 26	83	Jan 26	83	Jan 26	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1913	115	Feb 18	111¼	May 5	115	July 29	..	..
United States Mortgage & Trust Co.—								
Real estate 1st g. col. trust bonds—								
Series C, 5s, 1898-1915	..	....	..	....	..	....	102½	..
Series D, 4½s, 1901-1916	..	....	..	....	..	....	100½	..
Series E, 4s, 1907-1917	..	....	..	....	..	....	100	..
Series F, 4s, 1903-1918	..	....	..	....	..	....	100½	..
Western Union deb. 7s, 1875-1900	105¾	Feb 25	105½	Feb 25	105¾	Feb 25	..	..
Do., do., registered	105½	Jan 14	105	Mar 11	105	Mar 11	..	..
Do., debenture 7s, 1884-1900	..	....	..	....	108	Sep 30,97	..	..
Do., collateral trust cur. 5s, 1938	111	Jan 14	105	Apr 22	110	Aug 5	..	..
Mutual Union Tel. sk. fd. 6s, 1911	111	Mar 16	111	Mar 16	111	Mar 16	..	..
Northwestern Telegraph 7s, 1904	..	....	..	....	[illegible]	Mar., [illegible]	..	..
Western Gas Co. col. trust g. 5s, [illegible]	[illegible]	Mar 1[illegible]	[illegible]	Mar 1[illegible]	[illegible]	Mar 1[illegible]	..	..
Wheel. L. E. & Pitts. Coal 1st g. 5s, [illegible]	..	....	..	....	..	....	[illegible]	..

THE NEW NORFOLK.

Continued from Page 1.

highest point was reached in May, 1890, when they were quoted at 66⅝. In the reorganization they sold at 4¼, in May, 1896, and in August, at 13, with the assessment of $12.50 paid. The old common shares sold at the same time at 8, with a like assessment paid.

The new securities were dealt in for the first time last year, and the preferred stock sold down from 26, in March, to 22½, in May, advancing to 45⅞, in September. After a reaction to 39½, in November, a further gain to 48½ was made in December. In March last the preferred shares fell off to 42½, having sold on Feb. 7 at 56¼, the highest point. They are now quoted slightly below that price. The common stock sold up last year from 9, in April, to 17¼, in September. In April last it sold at 11½, a decline from 17½, in February. It is now quoted at about 15.

CALENDAR FOR THE WEEK.

Monday, Aug. 8.

Cincinnati, Hamilton and Dayton Railroad—Dividend payable on preferred stock.

Tuesday, Aug. 9.

Cincinnati, Hamilton and Dayton Railroad—Books open.

Metropolitan Street Railway—Special meeting.

Wednesday, Aug. 10.

Bank of the Manhattan Company—Dividend payable.

Chicago and Alton Railroad—Books close for dividend on common and preferred stocks.

Cincinnati, Portsmouth and Virginia Railroad—Dividend payable on preferred stock.

Pennsylvania Natural Gas Company—Dividend payable.

Northern Pacific Railway—Books close for dividend on preferred stock.

Thursday, Aug. 11.

Commercial Cable Company—Special meeting.

Friday, Aug. 12.

People's Gas Light and Coke Company of Chicago—Books close.

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ending Saturday, Aug. 6, total transactions included $1,764,780 shares of stock, $24,381,800 bonds, with $1,860,700 Government and $3,000 State bonds.

In detail the week's dealings compare as follows with those of the corresponding week last year:

STOCKS.

	Aug. 7,'97.	Aug. 6,'98.	Differences.
R. R. & Misc.	2,850,558	1,764,780	Dec. 1,085,778
Banks	25	17	Dec. 8
Mining	3,600	1,300	Dec. 2,300

BONDS.

	Aug. 7,'97.	Aug. 6,'98.	Differences.
R. R. & Misc.	$19,052,500	$24,381,800	Inc. $5,329,300
State	7,500	3,000	Dec. 4,500
Government..	63,500	1,860,700	Inc. 1,797,200

⁂

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Am. Sp. Mfg.	2⅝
Am. Sp. Mfg. pf.	3½
Am. Cotton Oil	4
Am. Cotton Oil pf.	4¼
Am. Malting pf.	2⅝
Am. Sug. Refg. pf.	1⅛
Am. Tobacco	5⅝
Am. Tobacco pf.	1
Brooklyn R. T.	1
Brunswick City	2⅝
Can. Southern	1⅛
Chi. Gt. West. pf. A	2
Chicago & N. W.	3½
Chi., B. & Q.	6⅝
Chi., M. & St. Paul	3½
Chi., M. & St. P. pf.	1
Chi., R. I. & Pac.	4½
Des. M. & Ft. D.	1⅛
Evans. & T. H. pf.	1
Ill. Steel Co.	3¼
Iowa Central pf.	4⅝
Kan. C., P. & G.	1
Laclede Gas	2½
Laclede Gas pf.	3
Lake Shore	4½
Louis. & Nash.	1⅝
Met. Street Ry.	4½
Michigan Central	1⅝
Minn. & St. L. pf.	1
Minn. Iron	1⅝
Mo. Pacific	1⅛
N. J. Central	2⅛
N. Y. Central	1⅛
N. Y. Air Brake	11½
N. Y., C. & St. L.	1⅝
N. Y., C. & St L. 2d pf.	2
Norf. & West. pf.	2
Nor. Pacific	1¼
Nor. Pacific pf.	2⅛
Ore. R. R. & Nav.	3⅜
Pacific Mail	2
P., C., C. & St. L.	1¼
P., C., C. & St. L. pf.	3⅜
Reading 1st pf.	1⅝
St. L. & S. F. 1st pf.	5⅛
St. L. & S. F. 2d pf.	1⅝
St. L. Southwest. pf.	1⅝
St. P. & Duluth pf.	10
St. P. & Omaha	1¼
Southern pf.	1⅝
Tenn. C. & I.	1
Union Pacific	1⅝
Union Pacific pf.	2½
U. S. Rubber	1½
U. S. Rubber pf.	3
Western Union	1
Wheel. & L. E. pf., $3 assessment paid	11

Stocks Declined.

Chi., Ind. & L. pf.	5¼
Chi. & E. Ill.	1
Col. Fuel & Iron	1½
Consolidated Ice	1
Del., L. & W.	1¼
Great Northern pf.	4⅝
Pacific Coast	1

⁂

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

A. & C. J. 5s, c. off.	3
Ann Arbor	1½
Adams Express 4s.	1⅛
At., T. & S. F. adj.	1⅝
Balt. & O. 5s, 1925	1¼
Balt. & O.5s, 1925, t.r.	1⅜
Balt. & O. Con., 1988	1¼
Balt. & O. 1988, t. r.	2¼
Cent. of Ga. con.	1
Cent. of Ga. 1st pf.inc.	3
Chi. Term. Trans. 4s.	2
Ches. & Ohio 4½s.	2⅝
Cal. Mid. 2-3-4s.	1
Chi., B. & O. con. 5s.	2⅝
C.,H.V.& T.5s, $65 pd.	1
Den. & R. G. Con.	1
Den. & Rio G. 1st.	1
Detroit City Gas 1st.	1¼
Erie Con.B. 4s.	1⅛
Erie Gen. lien	2
Ev. & T. H. Gen'l.	1
Ft. N. & R. G. 1st.	1⅝
Gal. H. & H. 5s.	2
Ill. C.,Louis.Div.,3½s.	1¼
Int. & G. W. 1st.	1
Int. & G. W. 2d.	4
Iowa Central 1st.	2
Kan. C. & Pac. 1st.	1
Kan. C. P. & G. 1st.	1⅛
Kings Co. Elev 1st.	1
Lake Shore 3½s.	1⅜
Louis. & N. Unif. 4s.	2¼
Mo., K. & Texas 1st.	1
Mo., K. & T. of T.1st.	1½
Mo., K. & East 1st.	1½
Mo. Pac. W. 5s.	5½
Mob. & Ohio Gen.	2
Nor. & West. Con.	3⅜
Or., R. R. & N. Con.	1½
Or. Sh. Line Con. 5s.	1⅝
Or. Sh. Line Inc. A.	1½
Or. Sh. Line Inc. B.	1½
Pitts., Shen. & E. 1st.	1
Rio Gr. W. 4s.	1
St. L. & S. F. Con.	1⅜
St. L. & S. F. S.W.6s.	1½
St. L. Southwest 4.	2¼
St. L. Southwest 2d.	1½
So. Pac. Ariz. 1st.	1½
Southern Ry. 5s.	3½
Stand. R. & T. Inc.	3
T., St. L.&K.C.1st tr.	2
U. P. D.& G.1st Tr.R.	3½
Wabash deb. B.	1⅝
W. N. Y. & Pa. Gen.	3
W. N. Y. & Pa. inc.	1½
Wis. Cent. 1st Tr. R.	5⅝

Bonds Declined.

Brook. El. 1st t. r.	1
Pitts. & West. 5s.	2½
Union El. 1st t. r.	1

BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 58½@59½c per ounce.

Silver was quoted in London at 27⅛d per ounce, and in New York at 58¾c. Mexican dollars were quoted at 45½c.

The Mercantile Safe Deposit Company holds 323,033.16 ounces of silver bullion.

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue con. m. 5s.	[illegible]	109
Atlantic Avenue gen. m. 5s.	105	109
Atlantic Avenue imp. 5s.	88	..
Bleecker St. & F. F'y stock	32	35
Bleecker St. & F. F'y 1st 7s.	102	105
Broadway & Seventh Avenue	212	220
Broadway & Seventh Av. 1st	106	110
Broadway & Seventh Av. 2d	111	113
Broadway Surface 1st 5s.	115	117
Broadway Surface 2d	103	107
Brooklyn, Bath & W. E. 5s.	95	98
Brooklyn City R. R. 1st m. 5s.	113	116
Brooklyn City Railroad	213	214
B'lyn City & Newtown stock	207	..
B'lyn City & Newtown 1st 5s.	113	115
Brooklyn El., when issued	24	25
Brooklyn El. pf., when issued	57	59
B'klyn, Queens Co. & Sub'n 5s.	106	108
Buffalo Crosstown 5s.	110¾	111
Buffalo Street Railway stock	79½	80
Buffalo Street Ry. 1st consols	112½	114
Central Cross-Town	250	..
Central Cross-Town 1st 6s.	113	..
Central Park, N. & E. River	177	185
Central Park, N. & E. River 7s.	110	113
Christopher & Tenth Street	160	165
Christopher & Tenth Street 1st	101	104
Citizens' Ry. (Indianapolis) 5s.	75	78
Cleveland City Railway	55	60
Cleveland Cable 1st 5s.	103	104½
Cleveland Electric Railway	58	62
Cleveland Electric con. 5s.	104	106
Coney Island & Brook. stock	207	..
Coney Island & B'lyn 1st 5s.	103	105
C. I. & B'lyn 5 per cent. ctfs.	101	..
Columbus (Ohio) stock	45	50
Columbus (Ohio) cons. 5s.	97	100
Columbus Cross-Town 1st 5s.	100¼	..
D. D., E. B'way & B. stock	180	200
D. D., E. B'way & B. 1st 5s.	115	117
D. D. & B'y & B. 5 p. c. scrip	101½	102½
Eighth Avenue	335	345
Eighth Avenue 6 p. c. scrip	105	109
42d St. & Grand Street	340	..
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	113	116
42d St., Man. & St. Nich. Av. 2d.	90	91
Kings County Elevated	3½	6
Kings County incomes	7	8½
Louisville St. Ry. com.	83	86
Louisville St. Ry. pref.	93	97
Nassau Elec. 1st 5s, (B'lyn)	105	106
New Orleans Traction com.	1	2
New Orleans Traction pf.	7	9
New Orleans Traction notes	..	75
North Shore Traction com.	9	11½
North Shore Traction pf.	76½	..
Ninth Avenue	183	190
Providence & Pawtucket 1st	107	108
Richmond Traction 5s, 1925	77	81
Rochester Ry.	15	20
Rochester Ry. con. 5s.	97	98½
Second Avenue stock	176	180
Second Avenue 1st m. 5s.	108	110
Second Avenue consol. 5s.	113½	114½
Scranton Traction	11	13
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s.	107	112
S. I. Rapid Transit 1st 6s.	107	..
S. I. Rapid Transit 2d.	60	70
Steinway R. R. Co. 6 p. c. 1st.	115	117
Third Avenue Railroad	175	178
Twenty-third Street	310	..
Twenty-third Street deb. 5s.	103	106
Twin City R. Transit Co. com.	10	20
Twin City R. Transit Co. pf.	90	100
Union Railway 1st 5s.	113	114
Union Railway	175	190
West Chicago Street	92½	93
West End (Boston)	83¾	86
West End (Boston) pf.	105	105½
Worcester Traction common	14	17
Worcester Traction pf.	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	90	91
Hoboken Ferry 5s.	106¾	108
Metropolitan Ferry 5s.	108	110
N. Y. & E. R. Ferry 5s.	90	93
N. Y. & E. R. Ferry stock	69	71
Union Ferry	41	41½
Union Ferry bonds	100	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	160	175
Atlantic	135	..
Bond & Mort. Guar. Co.	190	..
Brooklyn	..	400
Central	1380	..
Colonial	190	196
Continental	187½	..
Farmers' Loan & Trust	900	950
Fifth Avenue	340	360
Franklin	..	232
German-American R. E.	..	80
Guaranty	425	..
Hamilton	230	240
Kings County	280	..
Knickerbocker	240	..
Lawyers' Surety	100	110
Lawyers' Title Ins.	150	160
Long Island Loan & Trust	220	225
Manhattan	165	..
Manufacturers', Brooklyn	235	..
Mercantile	400	..
Metropolitan	300	..
Nassau	150	..
National Surety	..	202
N. Y. Life Ins. & Trust Co.	1200	..
N. Y. Security & Trust	375	..
People's	..	256
Produce Exchange	200	202
Real Estate Trust Co.	200	..
State	..	205
Title Guarantee & Trust	280	290
Union	1040	..
U. S. Mortgage & Trust	285	295
United States	1175	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Commonwealth	..	105
Continental	420	..
Citizens'	107	111
Eagle	235	245
Empire City	90	95
Farragut	..	100
German-American	430	460
Germania	240	260
Greenwich	155	165
Hamilton	105	110
Hanover	140	145
Home	190	200
Kings County	165	175
Nassau, Brooklyn	150	..
New York	108	112

Insurance Companies—Continued.

	Bid.	Asked.
Niagara	155	165
North River	130	..
Pacific	180	190
Phenix, Brooklyn	170	175
Peter Cooper	117	125
Rutgers	..	115
Stuyvesant	75	85
United States	110	120
Westchester	220	..
Williamsburg City	280	..

Banks.

	Bid.	Asked.
America	352	..
American Exchange	170	..
Astor Place	220	..
Bowery	..	305
Broadway	228	235
Butchers & Drovers'	85	95
Central	167	172
Chase	265	..
Chatham	290	300
Chemical	3700	4000
Citizens'	125	130
City	1000	1200
Colonial	135	..
Columbia	..	155
Commerce	202	206
Continental	125	130
Corn Exchange	278	..
East River	130	..
Eleventh Ward	225	..
Fifth Avenue	2500	..
Fifth National	225	..
First National	2500	..
First Nat. of Staten Island	..	160
Fourth National	172	180
Fourteenth Street	130	160
Gallatin	300	..
Gansevort	90	105
Garfield	950	..
German-American	112	117
Germania	365	..
German Exchange	265	..
Greenwich	165	..
Hamilton	105	..
Hanover	335	..
Hide & Leather	80	95
Home	..	155
Hudson River	140	..
Importers & Traders'	480	500
Irving	147½	..
Leather Manufacturers'	170	..
Liberty	150	..
Lincoln	750	800
Manhattan	225	230
Market & Fulton	..	230
Mechanics'	175	180
Mechanics & Traders'	114	118
Mercantile	167	..
Merchants' Exchange	117	..
Merchants'	149	..
Metropolis	..	400
Mount Morris	100	..
Mutual	100	120
Nassau	150	..
National Union	220	230
New Amsterdam	250	..
New York	235	242
New York County	800	..
New York National Exchange	..	80
Nineteenth Ward	..	110
Ninth National	90	95
North America	132	..
Oriental	140	..
Pacific	180	185
Park	310	320
People's	200	..
Phenix	90	92
Plaza	245	..
Produce Exchange	110	117
Republic	150	..
Riverside	190	..
Seaboard	175	..
Second National	450	..
Seventh National	115	120
Shoe & Leather	93	98
Sixth National	230	..
State of New York	103	..
Tradesmen's	..	95
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	150	158
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	200
Beech Creek	99	101
Boston & Providence	275	277
Cayuga & Sus.	198	..
Columbus & Xenia	200	..
Delaware & Bound Brook	169	172
Detroit, Hillsdale & S. W.	90½	..
Erie & Pittsburg	138	142
Fort Wayne & Jackson pf.	130	..
Gold & Stock Tel. Co.	112	115
Kal, Allegan & G. Rapids	140	..
Kan. City, St. L. & C. pf.	140	145
Little Miami	182½	185
Louisiana & Mo. R. pf.	165	..
Mahoning Coal	100	..
Mahoning Coal pf.	106	..
Naugatuck	245½	..
New York & Harlem	345	355
N. Y., Lack. & Western	122	..
Norwich & Worcester pf.	200	..
Old Colony	185	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough	137	..
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	160	..
United N. J. R. R. & C. Co.	255	256
Valley of New York	112	113
Warren	171	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s.	95	99
American Bank Note Co.	39	41½
American Brake	90	93
American Grocery 1st pf.	..	9
American Press Association	100	110
American Soda Fountain Co.	4	8
American Soda Fountain 1st pf.	47	53
American Soda Fountain 2d pf.	15	25
Am. Typefounders, new stock	36	38
Atlantic Mu. Ins. scrip, 1897	102½	104½
American Graphophone	125	..
American Graphophone pf.	130	137
Anderson Tobacco	9	13
Automatic Vending	25	..
Barney & Smith Car common	13	16
Barney & Smith Car pf.	..	55
Barney & Smith Car 6s.	97	100

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
Bliss, E. W.	85	105
Bliss, E. W., pf.	105½	110
Carter-Crume pf.	85	..
Celluloid Company	65	70
Central & South Amer. Tel.	103	104½
Ches. & Pot. Tel. stock	51	..
Chesebrough Mfg. Co.	350	370
Claflin (H. B.) 1st pf.	90	95
Claflin (H. B.) 2d pf.	85½	..
Commercial Cable	175	185
Consolidated Car Heating	32½	37½
Consolidated Fireworks com.	..	10
Consolidated Fireworks pf.	87½	..
Cramps' Ship & Eng. Bldg.	70	75
Diamond Match Company	139½	140
Electro-Pneumatic, as. pd.	1⅛	1⅜
Empire & Bay State Tel.	68	75
Eastman Kodak Co	95	100
Erie & Western Trans.	65	80
Electric Vehicle	8	10½
Electric Vehicle pf.	70	80
Glucose Sugar Refining com.	54¾	55
Glucose Sugar Refining pf.	106¾	107½
Gorham Mfg. Co. common	..	90
Gorham Mfg. Co. pf.	110	114
Great Falls Ice	110	125
Hecker-Jones-Jewell Milling pf.	83½	85
Hecker-Jones-Jewell M. bonds	90	92½
Herring-Hall-Marvin com.	¼	1½
Herring-Hall-Marvin pf.	6	9
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s.	105	..
Hudson River Telephone	75	80
International Paper	37½	38
International Paper pf.	84	85
International Paper 6s	106	107½
Iron Steamboat	2½	4½
Iron Steamboat 6s.	55	60
J. B. Stetson com.	45	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	..	22
Journeay & Burnham pf.	67½	75
Lanston Monotype	83½	88¼
Lorillard pf.	112	113½
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s.	25	35
Mechanical Rubber com.	10	15
Mechanical Rubber pf.	30	40
Mergenthaler Linotype	180	181
Michigan Pen. Car com.	7	11
Mich. Pen. Car pf.	57	62
Mich. Pen. Car 1st 5s.	84	89
Mosler Safe Co. pf.	..	105
National Saw pf.	..	25
National Casket Co.	60	80
National Wall Paper deb. stock	62½	72½
N. Y. Loan & Imp.	50	..
N. Y. Biscuit bonds 6s.	114	116
New Jersey Zinc & Iron	100	..
New York Air Brake	66¾	67
N. Y. & N. J. Telephone	149	150½
Nicaragua Construction	7	10
Northwestern Telegraph	112	117
Old Dominion Steamship	85	95
Penn. Coal	354	356
Penn. Salt Manufacturing	102	104
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	2½	3
Pratt & Whitney com.	4	8
Pratt & Whitney pf.	40	50
Procter & Gamble	245	..
Procter & Gamble pf.	160	165
R. I. Perkins Horseshoe	..	10
R. I. Perkins Horseshoe pf.	30	40
Safety Car Heating & Light	96	100
Simmons Hardware com.	105	..
Simmons Hardware pf.	116	120
Singer Mfg. Co.	405	420
Standard Oil	400½	401½
Susquehanna Coal 6s.	115	..
Swift & Co.	94	97
Swift & Co. 1st pf.	106	..
Texas & Pacific Coal	50	55
Texas & Pacific Coal 1st	102	..
Trenton Potteries com.	6	10
Trenton Potteries pf.	34	40
Trow Directory pf.	33	40
Union Switch & Signal	61	64
Union Switch & Signal pf.	110	116
Union Typewriter com.	7½	9
Union Typewriter pf.	100	102
Union Typewriter 2d pf.	88	92
U. S. Glass com.	24	25½
U. S. Glass pf.	70	80
Wagner Palace Car	175	177
Westinghouse Air Brake	570	620
Wool Exchange of New York	110	120
Worthington Pump	24	28
Worthington Pump pf.	88	92

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	64⅛	64⅜
Baltimore Con. 1st 5s.	..	110½
Buffalo (N. Y.) 1st, w. i.	95¾	96
Buffalo (N. Y.) stock	22½	23
Central (N. Y.)	175	..
Central Union Gas bonds	104½	105
Central Union Gas con. deb. 5s.	108½	111
Chicago Consumers' 1st 5s.	101½	104½
Chi. Eq. Gas L. & F. 1st 6s.	102½	105
Chi. P. Gas & C. 1st 6s.	108	111
Chi. P. Gas & C. 2d 6s.	106½	108
Chi. P. Gas & C. cons. 6s.	118¾	121
Chicago P. Gas refunding 5s.	105	108
City Gas (Norfolk, Va.)	36	38
City Gas (Norfolk, Va.) 1st 6s.	98	102
Columbus (Ohio) Gas stock	86	90
Columbus (Ohio) 1st 5s.	101	104
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City)	75	80
Con. Gas (Jersey City) bonds	100	103¾
Detroit Inc. 5s.	91½	94½
Equitable 1st 6s.	101	102¾
Equitable 1st con. 5s.	115¼	117
Fort Wayne (Ind.) stock	75	80
Fort Wayne (Ind.) 1st 6s.	89	90¾
Grand Rapids stock	76	79
Grand Rapids bonds	96½	100
Ind. Nat. & Ill.	59	63
Indiana Nat. & Ill. 1st 6s.	73	75
Indianapolis stock	115	125
Indianapolis 1st 6s.	104¾	105½
Lafayette (Ind.) stock	77	80
Lafayette 1st 6s.	85	88
Logansport & Wab. Val. stock	54	58
Logansport & Wab. Val. 1st 6s.	72	73
Madison (Wis.) Gas	56	60
Madison (Wis.) 1st 6s.	98	101
Minneapolis Gas 6s.	103½	105
Mutual of New York	335	345
New Amsterdam	31⅛	31⅜
New Amsterdam pf.	76½	77
New Amsterdam 1st 5s.	102	102¾
N. Y. & E. R. Gas Co 1st	111	113
N. Y. & E. R. Gas Co. con.	106	107¾
Ohio & Indiana stock	54	58
Ohio & Indiana bonds	71	75
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s.	90	95
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standard Gas, New York	140	141
Standard Gas, New York, pf.	155	160
Standard Gas, New York, 1st.	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s.	85½	88
Western Gas Co., Milwaukee	84	85¾
West. Gas Co. bonds, Milw'kee	103¼	105
Williamsburg 1st 6s.	101	103½

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $2,011,475. The banks now hold $39,893,000 more than the legal requirements. The changes in the averages show an increase in loans of $12,733,100, an increase in specie of $2,482,900, a decrease in legal tenders of $651,500, an increase in deposits of $15,371,500, and a decrease in circulation of $118,100.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	Aug. 6, '98.	July 30, '98.	Aug. 7, '97.
Loans	$649,499,800	$636,766,700	$549,582,400
Specie	168,988,000	166,505,100	92,129,800
Legal tenders.	60,167,900	60,819,400	105,430,400
Net deposits..	757,051,600	741,680,100	626,232,300
Circulation ..	14,273,800	14,391,900	13,384,700

The following shows the amount of reserve held above the legal requirements:

	Aug. 6, '98.	July 30, '98.	Aug. 7, '97.
Specie	$168,988,000	$166,505,100	$92,129,800
Legal tenders.	60,167,900	60,819,400	105,430,400
Total r's've.	$229,155,900	$227,324,500	$197,560,200
Reserve required ag'st deposits	189,762,900	185,420,025	156,558,075
Excess of reserve above legal req're-ments	$39,893,000	$41,904,475	$41,002,125

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8.........	$22,261,575	$43,991,450	$27,183,100
Jan. 15.........	25,968,775	52,172,525	32,345,550
Jan. 22.........	31,275,200	57,067,800	37,678,500
Jan. 29.........	35,609,450	59,148,250	39,623,400
Feb. 5.........	34,781,625	54,540,050	40,182,425
Feb. 12.......	32,437,050	51,678,225	36,818,875
Feb. 19.......	25,688,450	55,665,850	28,627,050
Feb. 26.......	22,950,325	57,520,975	24,422,150
March 5......	20,823,500	55,556,925	23,234,500
March 12......	22,721,425	52,863,550	21,448,825
March 19......	28,060,050	48,168,975	19,042,675
March 26......	33,851,475	48,895,750	18,042,675
April 2.......	35,720,800	47,666,575	17,005,975
April 9.......	35,066,475	46,170,050	17,931,250
April 16.......	37,346,075	46,966,900	18,139,350
April 23.......	43,525,100	49,257,900	20,678,675
April 30.......	44,504,675	48,017,625	22,944,275
May 7........	43,916,475	44,095,275	20,243,125
May 14........	46,997,225	44,490,500	18,577,975
May 21........	50,715,250	45,998,950	21,701,500
May 28........	58,704,600	46,616,100	22,230,675
June 4........	52,249,700	45,320,825	18,488,300
June 11........	53,841,100	47,601,475	20,677,050
June 18........	59,272,800	48,399,950	19,918,250
June 25........	62,206,250	49,239,150	21,917,325
July 2........	62,018,550	41,384,875	20,328,250
July 9........	53,845,300	41,361,375	22,237,275
July 16........	49,365,825	46,036,900	21,773,025
July 23........	43,012,000	47,361,575	18,499,550
July 30.......	41,904,475	45,720,150	17,728,600
Aug. 6........	39,893,000	41,042,125	18,815,575

The following shows the surplus reserve at this time for a series of years:

1898..........	$39,893,000	1893..........	$1,401,800
1897..........	41,042,125	1892..........	18,798,425
1896..........	18,815,575	1891..........	18,420,850
1895..........	41,960,678	1890..........	1,286,000
1894..........	69,053,700	1889..........	6,793,125

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Kings. & Pem....	.19	.19	.19	.19	300
Phenix	.12	.13	.12	.13	1,000
Total sales..........					1,300

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Anaconda	.37	.37	.37	.37	1,000
Con. Cal. & Va.	.44	.44	.42	.42	800
Golden Fleece ..	.24	.24	.24	.24	200
Hale & Norcross.	.80	.80	.80	.80	200
Horn Silver	1.35	1.35	1.35	1.35	200
Mexican	.15	.20	.15	.20	700
Mount Rosa	.10	.14	.10	.13	700
Ophir	.30	.30	.30	.30	400
Pharmacist	.05	.05	.05	.05	500
Portland	1.10	1.10	1.10	1.10	100
Sierra Nevada...	.60	.60	.50	.50	900
Union Cons	.14	.24	.14	.24	800
Utah	.09	.09	.08	.08	1,000
Yellow Jacket...	.30	.30	.23	.23	900
Total sales..........					8,400

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Rocky Mt.......	.12	.13	.10	.10⅝	27,000

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
Aug. 4, 1898..............	£34,479,086	......
Aug. 5, 1897..............	35,965,306	......
BANK OF FRANCE.		
Aug. 4, 1898..............	75,026,018	£49,687,470
Aug. 5, 1897..............	80,892,438	48,895,099
BANK OF GERMANY.		
Aug. 4, 1898..............	28,099,000	14,474,000
Aug. 5, 1897..............	28,600,000	14,733,000
RUSSIA.		
Aug. 4, 1898..............	110,229,000	4,385,000
Aug. 5, 1897..............	93,073,000	4,658,000
AUSTRIA-HUNGARY.		
Aug. 4, 1898..............	34,976,000	12,631,000
Aug. 5, 1897..............	37,299,000	12,628,000
SPAIN.		
Aug. 4, 1898..............	10,232,000	5,905,000
Aug. 5, 1897..............	8,396,000	10,750,000
ITALY.		
Aug. 4, 1898..............	14,783,000	1,890,000
Aug. 5, 1897..............	15,163,000	2,688,000
NETHERLANDS.		
Aug. 4, 1898..............	4,228,000	6,920,000
Aug. 5, 1897..............	2,632,000	6,925,600
BELGIUM.		
Aug. 4, 1898..............	2,807,000	1,448,000
Aug. 5, 1897..............	2,741,333	1,370,667
Total for the week....	£214,999,116	£96,390,470
Total preceding week....	215,711,863	96,894,824
Corresponding date last year	305,886,079	102,745,676

THE MANCHESTER MARKET.

MANCHESTER, Aug. 7.—The market was dull but firm last week. A fair yarn export business was done in mules to India waters and to the Far East at unchanged prices. The home trade bought for daily wants, pending crop development. In cloth there was a plenty of orders, which were unworkable, chiefly for Calcutta. A keen contest was on between buyers who want to deal on the January basis and manufacturers who insist upon covering the advance in cotton since January. It is generally believed that a fairly large bear position will open in Manchester. Meantime the chief business of the week was confined to so-called small relief orders. Gladbach reports more business in yarn at slightly lower prices. Mulhouse reports show yarns and cloth very quiet.

CLEARING HOUSE COMPARISONS.

Exchanges week ending Aug. 6.........	$741,136,272
Balances week ending Aug. 6.........	56,354,966
Exchanges week ending July 30........	644,528,336
Balances week ending July 30........	39,372,795
Exchanges week ending July 23........	630,290,419
Balances week ending July 23........	46,140,432
Exchanges week ending July 16........	720,892,050
Balances week ending July 16........	47,100,838
*Exchanges week ending July 9........	617,814,853
*Balances week ending July 9........	44,564,178
Exchanges week ending July 2........	836,663,823
Balances week ending July 2........	62,690,979
Exchanges week ending June 25........	655,289,867
Balances week ending June 25........	43,167,522
Exchanges week ending June 18........	703,423,221
Balances week ending June 18........	47,170,958
Exchanges week ending June 11........	746,874,044
Balances week ending June 11........	57,216,235
*Exchanges week ending June 4........	719,788,431
*Balances week ending June 4........	41,451,405
Exchanges week ending May 28........	706,578,300
Balances week ending May 28........	50,455,231
Exchanges week ending May 21........	738,468,491
Balances week ending May 21........	44,270,051
Exchanges week ending May 14........	819,486,962
Balances week ending May 14........	48,880,109
*Exchanges week ending May 7........	778,748,624
*Balances week ending May 7........	42,742,666
Exchanges week ending April 30........	651,653,506
Balances week ending April 30........	41,288,796
Exchanges week ending April 23........	628,185,250
Balances week ending April 23........	38,902,111
Exchanges week ending April 16........	690,247,706
Balances week ending April 16........	35,824,274
Exchanges week ending April 9........	605,828,398
Balances week ending April 9........	38,539,229
Exchanges week ending April 2........	782,962,674
Balances week ending April 2........	58,839,842
Exchanges week ending March 26........	611,838,204
Balances week ending March 26........	38,968,198
Exchanges week ending March 19........	785,675,895
Balances week ending March 19........	43,968,653
Exchanges week ending March 12........	782,221,310
Balances week ending March 12........	39,548,544
Exchanges week ending March 5........	904,747,877
Balances week ending March 5........	50,181,172
*Exchanges week ending Feb. 26........	808,511,568
*Balances week ending Feb. 26........	41,689,438
Exchanges week ending Feb. 19........	906,690,410
Balances week ending Feb. 19........	[illegible]
*Exchanges week ending Feb. 12........	735,189,945
*Balances week ending Feb. 12........	37,489,704
Exchanges week ending Feb. 5........	[illegible]
Balances week ending Feb. 5........	[illegible]
Exchanges week ending Jan. 29........	835,012,143
Balances week ending Jan. 29........	51,578,574
Exchanges week ending Jan. 22........	[illegible]
Balances week ending Jan. 22........	[illegible]
Exchanges week ending Jan. 15........	[illegible]
Balances week ending Jan. 15........	46,965,088
Exchanges week ending Jan. 8........	1,048,897,[illegible]
Balances week ending Jan. 8........	[illegible]
*Exchanges week ending Dec. 31........	[illegible]
*Balances week ending Dec. 31........	[illegible]
*Exchanges week ending Dec. 24........	[illegible]
*Balances week ending Dec. 24........	[illegible]
Exchanges week ending Dec. 18........	[illegible]
Balances week ending Dec. 18........	[illegible]

*Five days.

INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing Aug. 6. Bid.	Closing Aug. 6. Asked.	STOCKS.	Amount Outstanding.	Last Dividend.		Range in 1898. Highest.		Range in 1898. Lowest.		Last Sale.	
190	220	**Albany & Susquehanna**......	$3,520,000	July, 1898	3½	*186	Feb. 3	*183	Jan. 4	*186	Feb. 3, 1898
..	..	American Bank Note..........	....	June 30, 1898	1	*43	Mar. 5	*43	Mar. 5	*43	Mar. 5, 1898
120	140	American Coal	1,500,000	Mar. 1, 1898	4	..	....	..	....	125	Sept. 16, 1897
25	30	American District Telegraph...	3,845,000	May 16, 1898	1	24½	June 30	22	May 13	24	July 1, 1898
105	108	**Boston Air Line pf**..........	1,426,000	July, 1898	2	*105	Mar. 9	*105	Mar. 9	*105	Mar. 9, 1898
..	..	Brooklyn Elevated	13,283,600	....	..	..	....	..	....	*7½	Dec. 28, 1897
27	29	Buff., Roch. & Pittsburg.......	6,000,000	....	..	30¼	Jan. 6	25	Mar. 12	28½	June 7, 1898
75	..	Bur., Cedar Rapids & Northern.	5,500,000	Aug. 1, 1898	2	75	July 1	*65	Mar. 10	*75	July 7, 1898
..	..	**Capital Traction**	12,000,000	July 1, 1898	75c.	70	Jan. 25	62	Jan. 4	70	Jan. 25, 1898
..	..	Central Coal & Coke.........	1,500,000	....	..	..	....	..	....	20⅜	Oct. 13, 1897
159½	..	Chicago & Alton..............	18,764,800	June 1, 1898	1¾	166¼	Feb. 11	*150	Mar. 14	*157½	July 1, 1898
172	..	Chicago & Alton pf............	3,479,500	June 1, 1898	1¾	*166	Mar. 24	*166	Mar. 24	*166	Mar. 24, 1898
..	..	Chicago Stock Yards...........	6,500,000	July 1, 1898	4	..	....	..	....	102½	May 22, 1897
..	..	Chicago Stock Yards pf........	6,500,000	July 1, 1898	1½	120	June 4	120	June 4	120	June 4, 1898
42	49	Cleve., Lorain & Wheeling pf...	5,000,000	Oct. 1, 1896	1	50¼	Feb. 5	45	May 2	48¾	June 1, 1898
170	..	Cleveland & Pittsburg	11,243,736	June 1, 1898	1¾	170	June 7	*169½	June 24	*169½	June 24, 1898
¼	½	Colorado Coal & Iron Dev.......	5,500,000	....	..	⅜	Jan. 28	¼	Apr. 7	*⅜	July 6, 1898
1½	2¼	Colorado Coal & Iron Dev. pf...	500,000	....	..	2½	Jan. 7	2	June 6	2½	June 6, 1898
..	65	Colorado Fuel & Iron pf........	20,000	Feb. 20, 1897	4	..	....	..	....	*80	Dec. 14, 1897
4	6¼	Colorado Midland	3,420,200	....	..	*6	June 6	*5	June 6	5¼	June 23, 1898
4	5¼	Col. & Hock. Coal & Iron.......	4,700,000	....	..	5¾	July 6	4½	July 25	4½	July 25, 1898
21½	24	Col., Hock. Val. & Tol. pf.......	2,500,000	Jan. 2, 1897	2½	27½	Feb. 10	17	Jan. 17	22	July 20, 1898
..	..	Commercial Cable	10,000,000	July 1, 1898	1¾	180	July 12	180	July 12	*180	July 15, 1898
..	..	Consol. K. C. Smelt. & Ref. pf.	976,325	July 15, 1898	1¾	99½	May 24	99½	May 24	99½	May 24, 1898
40	..	Consolidation Coal	10,250,000	Feb. 1, 1898	2	*46	June 27	40	May 17	46	June 27, 1898
12¼	13	**Denver & Rio Grande**........	38,000,000	....	..	13	Jan. 12	10	Apr. 26	*12	July 25, 1898
80	..	Des Moines & Ft. Dodge pf....	763,500	Aug. 2, 1897	6	..	....	..	....	*70	Dec. 31, 1897
..	..	Duluth, South Shore & Atl. pf..	10,000,000	....	..	7⅛	Feb. 5	5	Apr. 4	6	June 29, 1898
..	..	**Eastern Elevator**	1,000,000	....	..	66	Mar. 11	†57	July 23	†57	July 23, 1898
17½	18½	Erie 2d pf.....................	16,000,000	....	..	21⅜	Feb. 11	15½	Apr. 22	*17⅛	July 27, 1898
..	..	Erie Tel. & Tel.................	48,000,000	May 16, 1898	1	..	....	..	....	75	Oct. 14, 1897
8	13	**Flint & Pere Marquette**......	3,298,200	....	..	14½	Feb. 14	*9½	Apr. 15	11½	May 14, 1898
10½	12½	Fort Worth & Rio Grande......	3,108,100	....	..	16¾	Jan. 31	10	May 19	12	July 27, 1898
..	..	**General Electric pf**..........	4,252,000	July 1, 1893	3½	..	....	..	....	75	Mar. 22, 1898
..	..	Gold & Stock Tel...............	5,000,000	July, 1898	1½	..	....	..	....	*108½	Dec. 14, 1897
..	..	**H. B. Claflin Co**..............	3,829,100	July 15, 1898	1½	92½	Feb. 10	*87¾	June 20	*88	July 15, 1898
..	..	H. B. Claflin Co. 1st pf........	2,600,300	Aug. 1, 1898	1¼	..	....	..	....	*94½	Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf.........	2,570,600	Aug. 1, 1898	1½	..	....	..	....	*94	Dec. 11, 1897
..	..	Harlem	8,638,650	July 1, 1898	2	*350	July 19	*320	Jan. 5	*345	July 26, 1898
50	..	Homestake Mining	12,500,000	July 25, 1898	50c.	*53½	July 21	43	Apr. 2	*53½	July 21, 1898
..	..	**Kanawha & Michigan**..........	9,000,000	....	..	*6¾	Jan. 2	6	Feb. 2	6½	May 24, 1898
..	..	Keely Motor	....	....	..	..	....	..	....	4½	Mar. 9, 1897
17	19	Keokuk & Des Moines pf........	1,524,600	Jan. 15, 1895	90c.	18½	June 14	*13⅛	Mar. 9	17	July 26, 1898
29	32	Keokuk & Western..............	4,000,000	Apr. 1, 1898	1	34½	Mar. 1	30	June 2	30	July 11, 1898
4	..	Kingston & Pembroke...........	4,500,000	....	..	2	May 19	2	May 19	2	May 20, 1898
..	..	**Lake Shore** certificates........	....	....	..	190	May 27	*180	May 2	*188	July 7, 1898
3	6	**Manhattan Beach**	5,000,000	....	..	5¼	Jan. 24	4	Jan. 20	*5	June 13, 1898
45	52	Maryland Coal pf...............	1,876,000	July 1, 1898	2	*53	June 10	45	Mar. 28	*50	June 29, 1898
..	..	Mergenthaler Linotype	10,000,000	June 30, 1898	5	*152	May 31	*140	Mar. 9	*152	May 31, 1898
5	5¼	Mexican Central	47,841,100	....	..	6¼	Jan. 8	4½	June 15	5	July 27, 1898
½	1	Mexican National certificates...	33,350,000	....	..	1½	May 2	1	Feb. 10	1¼	June 7, 1898
..	..	Michigan Peninsular Car........	2,000,000	Oct. 1, 1893	2	..	....	..	....	14	Sept. 9, 1897
..	..	Michigan Peninsular Car pf....	5,000,000	June 30, 1898	2	*54	Jan. 29	*54	Jan. 29	*54	Jan. 29, 1898
6	..	Minn., St. P. & S. Ste. Marie...	14,000,000	....	..	7	Jan. 5	6½	Mar. 11	6½	Mar. 11, 1898
18	..	Minn., St. P. & S. Ste Marie pf.	7,000,000	....	..	..	....	..	....	10	Dec. 2, 1897
60	75	**Nash., Chat. & St. Louis**.....	10,000,000	Aug. 1, 1898	1	60	June 1	60	June 1	60	June 1, 1898
6	7	National Starch Manufacturing.	5,000,000	....	..	9	Feb. 10	5	Apr. 25	5¾	July 9, 1803
70	83	National Starch 1st pf.........	3,000,000	May 1, 1898	2	*81	Jan. 24	60	Mar. 25	*65	June 22, 1898
16	30	National Starch 2d pf..........	2,500,000	January, 1893	6	30	Jan. 27	15	June 29	16	July 13, 1898
60	80	N. Y., Chi. & St. Louis 1st pf....	5,000,000	Mar. 1, 1898	2	76	Jan. 31	*65	May 10	75	July 11, 1898
..	..	N. Y., Lack. & Western.........	100,000,250	July, 1898	1¼	*123¾	Feb. 16	*120	Apr. 20	*123½	July 7, 1898
..	..	New York Mutual Gas..........	3,500,000	July 11, 1898	5	..	....	..	....	*350	Nov. 16, 1897
..	..	New Jersey & New York Tel...	5,000,000	Apr. 15, 1898	2½	..	....	..	....	*124	Jan. 28, 1897
..	..	**Omaha & St. Louis**...........	621,900	....	..	7	Mar. 5	7	Mar. 5	7	Mar. 5, 1898
4	5	Ontario Mining	15,000,000	Dec. 1, 1897	75c.	*5	June 17	*3	Mar. 8	*3⅞	July 30, 1898
28	31	Oregon Short Line..............	27,435,700	....	..	33⅝	Feb. 17	19⅝	Jan. 3	31	July 28, 1898
..	..	**Panama**.....................	7,000,000	Jan. 3, 1896	2	..	....	..	....	*95	Sept. 22, 1897
325	..	Pennsylvania Coal	5,000,000	May 1, 1898	4	*350	Feb. 25	*325	Mar. 23	*325	Mar. 23, 1898
3	6	Peoria & Eastern	10,000,000	....	..	5¼	Feb. 11	*3	Jan. 26	*3	July 8, 1898
..	..	P. Lorillard pf.................	2,000,000	July 1, 1898	2	*116	July 27	*116	July 27	*116	July 27, 1898
172	..	Pitts., Ft. Wayne & Chi.........	19,714,285	July 5, 1898	1¾	*173	July 27	*168	Feb. 25	*173	July 27, 1898
6	8	Pittsburg & Western pf........	5,000,000	....	..	7	June 17	5⅝	June 11	6½	July 22, 1898
1⅝	..	**Quicksilver**	5,708,700	....	..	2½	Jan. 27	2	Jan. 26	2	May 18, 1898
180	..	**Rens. & Saratoga**.............	10,000,000	July, 1898	4	*185½	July 27	*182	Jan. 26	*185½	July 27, 1898
122½	125	Rome, Watertown & Ogdens....	10,000,000	May 16, 1898	1¼	*123	Jan. 4	*116¼	Mar. 28	122	July 5, 1898
153	155	**St. Paul & Omaha pf**.........	12,646,833	Feb. 21, 1898	3½	155	Feb. 28	*148	Jan. 5	*155	July 12, 1898
200	..	Sixth Avenue...................	2,000,000	July 1, 1898	3½	..	....	..	....	195	July 19, 1897
..	..	Standard Gas	5,000,000	July 1, 1898	1½	*147	Jan. 24	143½	Jan. 21	*147	Jan. 22, 1898
..	..	Standard Gas pf................	3,721,100	July 1, 1898	5	*144½	Jan. 3	*144½	Jan. 22	*144½	Jan. 24, 1898
..	..	Southern & Atlantic Tel.........	559,525	April, 1898	2½	100	Feb. 17	100	Feb. 17	100	Feb. 17, 1898
..	..	**Texas Central**.................	2,649,400	....	..	..	....	..	....	10	July 13, 1897
..	..	Texas Central pf...............	1,324,500	Jan. 15, 1898	3	..	....	..	....	*40½	Feb. 5, 1897
..	..	Texas Pacific Land Trust.......	10,370,000	....	..	7⅝	June 8	5	May 27	7½	June 14, 1898
..	20	Toledo & Ohio Central..........	6,500,000	Nov. 25, 1893	1	*15	Feb. 10	*15	Feb. 10	*15	Feb. 10, 1898
20	40	Toledo & Ohio Central pf.......	3,708,000	July 25, 1896	1¼	*41	Feb. 7	*38¼	Feb. 8	*40	Feb. 10, 1898
..	..	Twin City Rapid Transit........	15,010,000	....	..	22½	Feb. 25	19⅝	Apr. 14	19⅞	May 26, 1898
..	..	Twin City Rapid Transit pf....	1,137,200	April, 1898	1¾	..	....	..	....	*95	Dec. 23, 1897
..	..	**Union Ferry**..................	3,000,000	July 1, 1898	1	..	....	..	....	64	July 13, 1897
..	..	United N. J. R. R. & Canal....	21,240,400	July, 1898	2½	..	....	..	....	*215½	Mar. 15, 1897
..	..	Utica & Black River...........	2,223,000	March, 1898	3½	..	....	..	....	165	Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1898	3½	..	....	..	....	167	Aug. 24, 1897
..	..	Western Gas	4,000,000	July 20, 1898	3	86	Jan. 17	86	Jan. 17	86	Jan. 17, 1898
..	..	Western Union Beef.............	13,600,000	Nov. 23, 1897	2	8	Jan. 13	7½	Jan. 5	8	Apr. 18, 1898
4	8	Wisconsin Central pf..........	3,000,000	....	..	8	Jan. 17	5	Feb. 5	6	July 28, 1898

*Sales of less than 100 shares. †Sale buy er 10 days.

TREASURY STATEMENT.

WASHINGTON, Aug. 7.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 6th day of August, 1898:

CASH IN THE TREASURY.			
Gold coin	$123,008,619.52		
Gold bullion	101,297,530.64	$224,306,150.16	
Outstanding gold certificates.................	$37,287,149.00		
Less gold certificates in Treasury......	1,601,060.00	35,686,089.00	*$188,620,061.16
Standard silver dollars......................	$402,195,680.00		
Silver bullion	796,390.18	$402,992,070.18	
Outstanding silver certificates..............	$400,638,504.00		
Less silver certificates in Treasury....	9,669,949.00	390,968,555.00	12,023,515.18
Standard silver dollars of 1890..............	$3,232,589.00		
Silver bullion of 1890, (cost)................	96,789,691.00	$100,022,280.00	
Less outstanding Treasury notes..............		100,022,280.00	
United States notes..........................		$63,031,864.00	
Outstanding currency certificates............	$22,875,000.00		
Less currency certificates in Treasury..	1,145,000.00	21,730,000.00	48,921,864.00
Treasury notes of 1890.......................	$4,638,212.00		
National bank notes..........................	4,648,400.13		
Fractional silver coin.......................	11,812,859.43		
Fractional currency	35.07		
Minor coin	1,280,946.57		
Deposits in National banks...................	59,451,798.39		
Bonds and interest paid......................	2,332,629.28	$84,164,880.87	
Less National bank 5 per cent. fund........	$8,273,717.00		
Outstanding checks and drafts..........	9,585,751.91		
Disbursing officers' balances...........	49,403,631.25		
Post Office Department account.........	3,394,822.24		
Miscellaneous items	2,048,906.82	72,707,329.31	11,457,551.56
Available cash balance, including gold reserve			$259,022,991.90
RECEIPTS.	This Day.	This Month.	This Fiscal Y'r.
Customs	$660,048.92	$3,568,024.86	$18,737,706.82
Internal revenue	1,018,159.84	6,340,908.50	32,511,605.79
Miscellaneous	24,356.36	565,116.79	3,071,847.12
Total receipts	$1,702,565.12	$10,474,050.15	$54,321,158.73
EXPENDITURES.			
Civil and miscellaneous......................	145,000.00	2,813,000.00	14,874,387.28
War	2,100,000.00	3,165,000.00	37,939,153.27
Navy	380,000.00	930,000.00	9,444,279.61
Indians	10,000.00	263,000.00	932,868.55
Pensions	800,000.00	5,400,000.00	18,057,894.50
Interest	100,000.00	500,000.00	6,085,892.25
Total expenditures	$3,535,000.00	$12,071,000.00	$87,334,475.44
Excess of expenditures over receipts....	1,832,434.88	2,596,949.85	33,013,316.71
***NATIONAL BANK FUND.**			
Deposits under act July 14, 1890............	124,759.00	336,680.00	2,177,254.00
Redemptions under act July 14, 1890.......	27,040.00	374,347.50	2,030,392.50
REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$520,845,092.00	$92,830,915.00	$613,676,007.00
This fiscal year.............................	4,022,585.00	256,297.00	4,278,882.00
This month	156,214.00	6,855.00	163,069.00
This day	28,294.00	440.00	28,734.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882.

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THE BANK OF NEW AMSTERDAM
BROADWAY AND 39TH ST., N. Y.
CAPITAL, $250,000; SURPLUS, $350,000.
FRANK TILFORD, *President.*
E. R. HOORE, *Vice Pres.* G. J. BAUMANN, *Cashier.*

NATIONAL BANK OF THE REPUBLIC
OF NEW YORK.
Capital and Surplus, $2,000,000.
OLIVER S. CARTER, Pres't.
E. H. PULLEN, Vice Pres't.
CHARLES H. STOUT, Cashier.
W. B. T. KEYSER, Ass't Cashier.

H. AMY & CO.,
BANKERS,
44 AND 46 WALL STREET.
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DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Boston & Maine (quarter)..........	1½	Oct. 1	....	....
Boston & Maine pf. (semi-annual)..	3	Sep. 1	....	....
Buff., Roch. & Pitts. pf............	1	Aug. 15	....	....
Chicago & Alton (quarter)..........	1¾	Sep. 1	Aug. 10	Sep. 2
Chicago & Alton pf. (quarter)......	1¾	Sep. 1	Aug. 10	Sep. 2
C., St. P., M. & O. pf. (semi-annual)..	3½	Aug. 20	July 30	Aug. 15
Cin., Ham. & Dayton pf..........	1¼	Aug. 8	July 28	Aug. 9
Cin., Ports. & Virginia pf..........	1	Aug. 10	....	....
Illinois Central (semi-annual).......	2½	Sep. 1	Aug. 1	Aug. 22
Lake Erie & Western pf. (quarter)..	1¼	Aug. 15	July 30	Aug. 16
Norfolk & Western pf............	2	Aug. 24	Aug. 15	Aug. 25
Northern Pacific pf. (quarter).......	1	Sep. 6	Aug. 10	Aug. 22
Rome, Wat. & Ogdensburg (quarter)..	1¼	Aug. 15	July 30	Aug. 16
St. Paul & Duluth pf.............	4½	Sep. 1	Aug. 5	Sep. 1

STREET RAILWAY STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Boston Elevated	2¼	Aug. 15	Aug. 1	Aug. 16
West Chicago (quarter)............	1½	Aug. 15	Aug. 5	Aug. 16

BANK STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Bank of the Manhattan Co. (semi-annual)	4	Aug. 10	Aug. 1	Aug. 10

MISCELLANEOUS COMPANIES.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Am. Dist. Tel., Phila., (quarter)....	1	Aug. 15	Aug. 5	Aug. 15
Consolidated Ice	1	Aug. 15	Aug. 5	Aug. 16
Diamond Match	2½	Sep. 12	Sep. 2	Sep. 13
Glucose Sugar Ref. pf. (quarter)....	1¾	Sep. 1	Aug. 20	Sep. 1
Jefferson & Clearfield Coal pf.......	2½	Aug. 15	Aug. 2	Aug. 16
Michigan Peninsular Car pf.........	2	Aug. 27	Aug. 19	Aug. 29
New England Tel. & Tel. (quarter)..	1½	Aug. 15	July 30	Aug. 14
Pennsylvania Natural Gas..........	½	Aug. 10	....	....
People's Gas Light and Coke of Chicago (quarter)	1½	Aug. 25	Aug. 12	Aug. 26
Procter & Gamble (semi-annual)....	6	Aug. 15	Aug. 1	Aug. 15
Pullman Palace Car (quarter).......	$2	Aug. 15	Aug. 1	Aug. 16
Pullman Palace Car (special).......	$20	Aug. 15	Aug. 1	Aug. 16
Quincy Mining	$3.50	Aug. 15	July 22	Aug. 1
Westinghouse Car Brake...........	*100	Aug. 15	July 20	Aug. 15

*Payable in capital stock at par.

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
Chi., Mil. & St. Paul..............	Aug. 26	Sep. 19	Sep. 17	Annual
Commercial Cable	......	....	Aug. 11	Special
Metropolitan Street Railway.........	......	....	Aug. 9	Special
Tenn. Coal, Iron & R. R............	......	....	Sep. 15	Special
Toledo & Ohio Central............	Aug. 5	Sep. 6	Sep. 5	Annual
Wabash	......	....	Sep. 13	Annual

NEW YORK CLEARING HOUSE BANK STATEMENT.

The following gives the bank statements in detail, together with the percentage of reserve to deposits held by the individual banks:

*Capital.	*N't Profits.	Banks.	Loans.	Specie.	Legals.	Deposits.	P. Ct. Res've to Dep'ts.
$2,000,000	$1,841,700	N. Y. Nat. Bkg. As.	$14,673,000	$2,509,000	$1,225,000	$14,758,000	25.2
2,050,000	2,215,200	Bank of Manh. Co..	14,121,000	5,909,000	2,244,000	19,250,000	42.8
2,000,000	1,037,700	Merchants' National.	14,304,000	3,296,300	1,008,100	17,001,800	25.3
2,000,000	1,959,800	Mechanics' National.	10,286,000	2,559,000	864,000	10,518,000	32.5
1,500,000	2,563,200	Bank of America....	20,786,300	4,223,300	1,997,000	24,175,300	25.7
1,000,000	226,300	Phenix National.....	4,069,000	801,000	322,000	4,013,000	27.9
1,000,000	4,119,400	National City........	72,497,700	31,424,500	2,232,000	100,866,300	33.3
750,000	130,700	Tradesmen's National	3,062,100	708,200	290,500	3,074,600	32.1
300,000	7,001,400	Chemical National...	24,766,000	4,314,600	2,864,000	25,132,700	28.5
600,000	176,100	Merchants' Ex. Nat.	4,785,400	991,000	405,700	5,424,700	25.7
1,000,000	1,702,100	Gallatin National....	7,660,100	1,045,500	825,400	6,469,300	28.9
300,000	120,200	Nat. Butch. & Drov.	996,500	344,300	75,400	1,226,500	34.2
400,000	170,000	Mech. & Traders'...	2,010,000	292,000	262,000	2,170,000	25.5
200,000	171,600	Greenwich..	867,400	103,500	174,800	802,300	34.6
600,000	475,900	Leather Mfrs.' Nat.	3,933,600	1,136,500	333,200	4,288,000	34.3
300,000	109,300	Seventh National....	1,836,000	436,200	134,200	2,262,800	25.1
1,200,000	505,100	State of New York..	3,581,700	765,000	186,900	3,132,000	30.3
5,000,000	2,527,300	American Ex. Nat..,	26,393,000	3,022,000	3,381,000	22,215,000	28.8
5,000,000	3,464,700	Nat. Bk. of Com'rce..	29,517,400	2,432,900	3,446,000	23,470,100	25.0
1,000,000	1,609,200	National Broadway..	6,973,800	1,954,700	177,800	7,057,900	30.2
1,000,000	988,000	Mercantile National..	10,196,700	1,766,500	1,167,300	11,237,600	26.1
422,700	475,100	Pacific.....	22,138,500	996,500	486,500	3,085,800	48.0
1,500,000	868,700	Nat. Bk. of Republic.	15,552,300	4,537,600	723,400	18,284,000	28.7
450,000	978,500	Chatham National...	6,004,500	978,100	839,500	6,228,300	29.1
200,000	252,500	People's	1,760,500	220,700	733,900	2,628,500	36.2
700,000	559,300	Nat. Bk. of No. Am.	10,375,800	1,951,000	1,162,700	12,225,000	25.4
1,000,000	2,238,700	Hanover National ..	33,198,300	8,437,300	2,390,900	42,168,000	25.6
500,000	357,100	Irving National	3,369,000	592,900	581,400	3,756,000	32.1
600,000	376,300	National Citizens' ..	2,607,400	502,200	175,300	2,792,700	24.2
500,000	267,900	Nassau	2,554,600	341,500	397,500	3,131,000	23.6
900,000	957,200	M'kt & Fulton Nat..	5,768,400	1,474,800	670,200	6,544,000	32.7
1,000,000	161,200	Nat. Shoe & Leather.	3,204,900	640,800	338,000	3,553,400	27.4
1,000,000	1,330,800	Corn Exchange	10,089,300	1,811,800	982,000	11,113,100	25.1
1,000,000	600,600	Continental National.	5,468,700	1,375,700	297,500	6,603,000	25.8
300,000	397,400	Oriental	1,822,000	223,000	348,400	1,821,100	31.0
1,500,000	5,561,500	Imp. & Trad. Nat...	23,490,000	5,199,000	776,000	23,480,000	25.4
2,000,000	3,204,800	National Park	33,355,000	16,124,000	3,065,000	51,294,000	37.4
250,000	147,700	East River National.	1,292,800	234,400	183,700	1,311,700	31.8
3,200,000	2,016,100	Fourth National	23,066,000	3,616,000	2,787,000	25,224,000	25.3
1,000,000	495,800	Central National	10,260,000	3,618,000	1,160,000	14,674,000	32.5
300,000	711,000	Second National	5,671,000	1,595,000	406,000	6,871,000	29.1
750,000	281,100	Ninth National	3,085,100	918,200	277,200	3,650,400	32.7
500,000	7,564,400	First National	27,751,300	9,783,800	1,074,400	31,172,200	34.8
300,000	67,100	N. Y. Nat. Exch....	1,287,500	231,400	116,300	1,203,500	28.8
250,000	611,200	Bowery	2,866,000	487,000	455,000	3,400,000	27.7
200,000	443,600	N. Y. Co. Nat.......	3,174,200	586,800	293,400	3,663,500	24.0
750,000	298,100	German-American. ..	2,982,200	428,100	311,500	2,916,600	25.0
1,000,000	1,116,000	Chase National......	26,756,800	9,850,200	4,375,900	38,275,800	37.0
100,000	1,162,500	Fifth Avenue.... ...	8,003,700	1,785,300	898,800	9,438,400	27.9
200,000	570,800	German Exchange...	2,142,500	168,900	748,600	3,028,300	30.2
200,000	748,300	Germania	3,285,400	555,800	381,600	4,179,000	22.4
300,000	711,900	Lincoln National.....	6,560,100	1,380,600	684,700	7,414,600	27.8
200,000	848,400	Garfield National....	5,233,600	1,282,500	332,500	6,219,100	25.9
200,000	323,100	Fifth National.......	1,792,000	595,400	182,100	2,231,400	32.6
300,000	850,500	B. of the Metropolis.	4,393,000	2,105,600	529,600	6,231,200	42.2
200,000	346,400	West Side...........	2,186,000	281,000	358,000	2,351,000	27.1
500,000	348,600	Seaboard National...	7,940,000	1,407,000	1,453,000	10,003,000	28.5
200,000	348,300	Sixth National.......	1,786,000	295,000	125,000	1,550,000	27.0
2,100,000	721,700	Western National....	28,307,900	5,846,900	2,573,600	33,325,200	25.2
300,000	937,700	First Nat., Brooklyn.	4,690,000	995,100	1,905,800	6,304,000	46.0
1,200,000	938,000	National Union......	12,519,200	2,983,900	362,000	13,404,500	24.5
500,000	329,600	Liberty National.....	3,729,600	948,200	294,400	4,525,100	27.4
1,000,000	353,500	N. Y. Produce Exch.	4,080,100	980,900	188,800	3,911,800	29.8
250,000	208,400	B'k of N. Amst'dam.	2,982,400	685,100	194,500	3,318,500	26.5
$48,000,000	$61,703,800	Total Nat'l Banks.					
11,022,700	13,588,500	Total State Banks.					
59,022,700	75,292,300		649,499,800	168,988,000	60,167,900	757,051,600	30.26

*As per official reports—45 National banks, July 14, 1898; 19 State banks, July 23, 1898.

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Capital paid up $1,000,000
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Under the shelter of the United States authority now established at SANTIAGO DE CUBA, the NORTH AMERICAN TRUST COMPANY has made arrangements to establish itself there, and is prepared to buy and sell drafts on SANTIAGO and to make payments in SANTIAGO under instructions from its customers. THE COMPANY is also prepared to receive the deposits of the SOLDIERS and SAILORS now in CUBA, and, under their directions, to make remittances to their families in the UNITED STATES.
Especial attention is called to the relations of THE COMPANY already established at MANILA with the CHARTERED BANK OF INDIA, AUSTRALIA, and CHINA, sufficient for the present needs of our MANUFACTURERS, MERCHANTS, TRAVELERS, SOLDIERS, and SAILORS.
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will be opened in ALL LINES OF TRADE and MANUFACTURING, as well as in CITY PROPERTIES, WINTER HOMES, ELECTRIC PLANTS, RAILROADS, INDUSTRIALS, SUGAR and TOBACCO PLANTATIONS.
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THE NORTH AMERICAN TRUST COMPANY is prepared to investigate these projects and report on them in an advisory capacity ON BEHALF OF ITS CUSTOMERS, and to further facilitate business in CUBA, PUERTO RICO, and the PHILIPPINES, by holding in trust PROPERTIES, CONTRACTS, MORTGAGES, and BONDS, either pending the closing of negotiations or for more extended or more definite periods.
THE COMPANY'S BANKERS
in LONDON are MESSRS. ROBARTS, LUBBOCK & CO. and THE CITY BANK, LIMITED. It has also an office of its own in that city, NO. 95 GRESHAM STREET, and BANK CORRESPONDENTS in all the CAPITALS and PRINCIPAL COMMERCIAL CENTRES and SEAPORTS of the WORLD, by whom its DRAFTS and LETTERS OF CREDIT will be cashed, and its CLIENTS furnished with information.

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